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AND
China Overland Trade Report.

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BIRTHS.

On December 29, at Shanghai, the wife of C. W. THOMAS, of a daughter.

On December 30, at Shanghai, the wife of Mr. S. J. HANISON, of the Imperial Customs Service, of a daughter.

On December 31, at Shanghai, the wife of JOHN HARVEY, of a daughter.

On December 31, at Shanghai, the wife of Captain HANS SCHELLHOSS, of a son.

MARRIAGE.

On January 6, at the Peak Church, MAUD LOUISA, daughter of EDWIN HAWLOW, London, to WILLIAM LEONARD CARTER.

DEATH.

On 5th January, at the Government Civil Hospital, HERBERT ROSE, late of Messrs. Samuel Samuel & Co., Taipei. Deeply regretted.

Hongkong Weekly Press.

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ARRIVAL OF MAILS.

The French Mail of December 8th arrived, per the ss. *Caledonien*, on Tuesday, the 9th inst. and the English Mail of December 15th arrived, per the ss. *Arcadia*, on Thursday, the 11th inst.

FAR EASTERN NEWS.

Shanghai now has a Registry Office for native servants; started by a Mr. S. Jorgensen at the new year.

The Americans in Shanghai, in view of the recent riots, are setting about the formation of a "military company."

The Japanese have finished the repairs to the dock at Port Arthur. It can now take in six-thousand-ton vessels.

Seven hundred thousand Japanese are said to be starving in the north of the empire, owing to the failure of the rice crop.

The Shangpu has approved the establishment of a railway school at Peking under the superintendence of H.E. Tang Shao-yi.

Baron Kodama has returned to his beautiful house at Taihoku, Formosa, and resumed the Military Governorship of that colony.

The total amount received at the Treasury between January 1 and October 31 was \$28,858,697.71, while the payments out for the same period amounted to \$31,707,125.48.

A Chinese Imperial Decree issued on Dec. 29, by the Emperor, repeatedly uses phrases equivalent to "the Dowager-Empress commands," "Her Majesty orders," and so on.

The Japanese did not insist upon including in the treaty with China the right to establish banks in Manchuria, as "all foreigners will have such privileges in the new treaty towns."

The extract of meteorological observations made at the observatory during December shows the minimum temperature to have been 62.1, and the maximum 69.6. The total rainfall was 2.370.

Prince Tsai Hsun (brother of the Chinese Emperor) is going to Japan to study the political institutions of that country, his expenses being paid out of the funds of the Imperial Household.

It is stated that the civil powder magazine, which is situated at Stonecutter's Island, is shortly to be removed to Green Island in order to give the military authorities complete possession of Stonecutter's.

An article (in English) in the *Nanfengpao* of Jan. 4 deals with the need of well-organized police in China, which, it says, is just as important for China as the organisation of a new army to defend the country.

Viceroy Chang Chih-tung is making some further amendments to the new Mining Regulations, which, it is feared, will not be ready for submission to the Board of Commerce within the present Chinese year.

The Ojo Colliery Co., which was formed about twelve years ago, and was so unsuccessful at first that it was on the verge of dissolution, has been so rehabilitated by its present directors, Messrs. Y. Kawai, and Y. Hamamoto, that it has declared an interim dividend at the rate of 25 per cent annum, besides adding a large sum to reserve.

The Russian Minister, finding that at present the officials and Chinese generally are all absolutely inclined to be anti-Russian, and are trying to exclude Russian influence from Manchuria and Mongolia, will not open negotiations with China for the present, but is trying to carry out enterprises in Manchuria and Mongolia by actual force. It is not known, therefore, when the Chino-Russian negotiations will commence.

According to the report of H.E. Chao Erh-sun, the number of inhabitants of the Three Eastern Provinces killed during the war is estimated at 20,000, while the damage to Chinese property is put at Tls. 24,000,000 by the Mukden fighting, and Tls. 45,000,000 by other engagements. Baron Komura will bring the question of compensation before the Japanese Government and the Russian Government is also to be approached.

Mr. E. W. Tilden, lately agent in Hongkong of the Pacific Mail and Occidental and Oriental Steamship Companies, has been appointed acting agent at Shanghai vice Messrs. Fearon, Daniel and Co., who have resigned the agency.

The Japanese Government has decided to appropriate the sum of Y8,500,000 to be used in the improvement of the harbour at Yokohama—dredging, breakwater works, landing facilities, &c. The scheme of work is to be completed in six years, and of the cost, the Municipality of Yokohama will bear one-third. To meet this expense it is proposed to issue municipal bonds. A foreign capitalist is already reported as prepared to undertake the whole amount.

The following return of the average amount of bank notes in circulation, and of specie in reserve in Hongkong during the month ended December 31, 1905, as certified by the managers of the respective banks, is published in the current *Government Gazette*:—

Banks.	Average amount	Specie in Reserve
	\$	\$
Chartered Bank of India, Australia and China ...	3,418,617	2,300,000
Hongkong and Shanghai Banking Corporation	15,458,266	10,000,000
National Bank of China, Limited ...	63,410	40,000
Total ...	\$18,940,293	12,340,000

We have received the announcements for 1906 of the Tung Wen Institute at Amoy, an educational institute founded in 1898 by the American Consul and six wealthy Chinese merchants. The building erected in 1902 accommodates six hundred day scholars, and two hundred boarders. There are sixteen instructors. The object of the schools, as organized and conducted, is to provide opportunity for Chinese to get a thorough knowledge of the English language together with education in their mother tongue; to give them a sound business education; and to provide elemental instruction in the sciences. Religious teaching of all kinds is prohibited, but a respectful toleration of the various beliefs is insisted upon. "Respectful toleration" ought to be inculcated in every school, native or foreign, especially in missionary colleges.

A NEW FOREIGN SETTLEMENT.

CHINANFU SUCCESSFULLY OPENED.

A *Daily Press* telegram, dated Shanghai, January 11th, said: "The new foreign settlement of Chinanfu was opened yesterday, in beautiful weather, and the function was an immense success."

The Governor entertained fifty foreigners to a banquet. Among the guests were some official visitors from Chefoo and Taingtai.

[Chinanfu, the capital of the Shantung province, is now connected by railway with Kiaochow, the opening train running there, it may be remembered, on June 1st, 1904. A railway between Chinanfu and Tientsin is in course of construction, and the survey of a branch line southwards to Yenchow, and ultimately to Nanking, is in hand. A connection between Chinanfu and the Hankow-Peking trunk line, by way of Yenchow and Kaifeng, is projected.—Ed.]

DESERTIONS IN THE MERCANTILE MARINE.

(Daily Press, 8th January.)

The "desertion" of merchant seamen is a subject with which Hongkong is familiar by frequent instances; and it is, moreover, a subject that has for a long time received earnest consideration in almost every part of the world. There are many people, however, who are mildly surprised when they hear of a common seaman forfeiting by forty-eight hours' absence as much as three or four hundred dollars, who would be still more surprised if they knew more of the ins and outs of the matter. It may help to do British seamen a good turn if we give a few observations to make the public's flesh creep. According to a recent statement by a commander of the Royal Navy, the pay system is largely responsible for desertions. Wages are withheld from the crews for the whole round of voyages, outward and homeward, for which crews are engaged. No other class of British workmen, by land or sea, have to wait so long for their money. Imagine what would be said if a longshoreman, belonging to a Trade Union, had to wait six months or more for his wages; and if, on top of that, he were liable to lose all he had earned if he took a couple of days "off." Yet this, and far more, has to be endured by the long voyage sailor in the mercantile marine. The Naval man draws seven-eighths of his wage once a month, and the balance once a quarter. The crimps consider the Jack Tar as unworthy their amiable attentions, in consequence. A Parliamentary Paper (No. 334) issued last August by the Board of Trade makes it quite clear that there is money for somebody in "desertions." There were nearly twenty-seven thousand technical desertions in colonial and foreign ports in 1900; and it is computed that of these twenty-three thousand were cases in which wages and effects were "forfeited," without any legal formality whatever. The Merchant Shipping Act of 1894 (sections 221, 232) stipulates that such forfeitures shall be made by a Court, and after reimbursing the owner any expenses caused by the "desertion," the balance of wages forfeited, if any, shall be paid into the Exchequer. It appears to be the fact that "for many years" the Exchequer has never received a shilling in that way. Who got the money? The Departmental Committee of the Board of Trade, which issued the report, discovered that "the practice is for the master to retain both wages and effects of deserters;" and, more extraordinary still, that "the Board of Trade have no power to compel the master or owner to hand over the wages and property of deserters, or to prosecute seamen for desertion." They further agreed that "there is no doubt that a serious number of desertions from British ships take place every year, and the wages left behind by the deserters must amount in the aggregate to a considerable sum." Suspicion is bound to arise thereon; and an official statement made by the Consul at Portland, Oregon, in 1898, will be less shocking now than it might otherwise sound. He said, "In some instances the men are harshly treated and made uncomfortable; but in such a way that the officers do not render themselves amenable to law. This naturally leads to desertions." The Vice-Consul at Rio de Janeiro roundly declares that the primary cause of desertions is "a desire on the part of shipmasters to get rid of their crews, in order to profit by the confiscation of their wages." The Consul at Rosario says "things are made very disagreeable on board for the men,

with a view to driving them on shore, to avoid paying the wages to which they would become entitled during the enforced idleness of the ship. . . . Desertions at this port, with few, if any, exceptions, represent a good profit to the master." The Consul-General at Valparaiso, calling attention, in 1898, to the cause of seamen who are left behind at foreign ports and merely "reported as deserted," wrote:—"The master in such cases appropriates the wages of the men so left behind. In most cases when a British barque arrives at this port, she has been nearly 100 days at sea, and she remains in port from one to three months. The amount of wages due to each seaman reported as missing is, as a rule, considerable—sometimes over £30. It is the regular practice for some masters so to harass, irritate, and abuse their seamen that they desert. The master thus avoids paying the seaman's hardly-earned wages." There are more opinions like those on record, but we have given enough. There are various suggestions for reform, the chief being an amendment making it compulsory for shipmasters to hand over the wages due to the Consul, for transmission to the Exchequer; and so "to remove from shipmasters all incentives to desire men to desert." The question of loss to the shipowner by such desertions (apart from the men's wages altogether) scarcely arises. The expenses caused by "desertion" should not be greater than the expenses caused by decease; they are offset by the saving in wages and food, and there are no funeral expenses to pay. It is maintained, however, that in the majority of cases these expenses exceed the value of wages and property forfeited. That is, at all events, an admission that there is a minority in which the forfeitures are greater; and as we have shown, the Exchequer has never benefited by any of these minority cases. The Report recommends that the master or owner should render an account when the forfeiture exceeds £5. This limitation is far from satisfactory. A sum like £5 is sufficient to tempt to induce desertions, when such desertions effect savings in other ways that compensate for expenses. It is remarkable that the longer the voyage, and therefore the greater the accumulation of unpaid wages in his employer's keeping, the more likely the sailor is to absent himself from the ship without leave for the forty-eight hours necessary to constitute "desertion." The United States Commissioner of Navigation, in his annual official report, dated 17th October, 1903, states, pp. 30-33, of *Desertion from Foreign Ships at San Francisco*, that:—

1. "Desertions from French ships amount to 6 per cent. of the crews. French masters and owners have the strongest pecuniary inducement to prevent desertions.

2. "Desertions from British ships from Australia and Asia amount to 27 per cent. of the crews. British masters and owners have little to gain or lose from such desertions.

3. "Desertions from British ships from Europe" (about twice or three times the length of the voyage from Asia) "amount to 43 per cent. of the crews. British masters and owners under ordinary conditions profit by such desertions, as in some cases from Australia."

But the accounts recommended to be rendered can never be satisfactory, as they cannot be checked, and an unchecked account is valueless. It is to be hoped that power will be taken to deal with desertion forfeitures as the effects of deceased seamen are dealt with. Then there would be fewer desertions, and the popularity of the British

mercantile marine would become what it ought to be.

CHINESE BIOTS AND FOREIGN WOMEN.

(Daily Press, 9th January.)

Some private advices, belated because they had waited for the French mail which arrived yesterday from Shanghai, fully confirm the impression we gained of the anti-foreign outbreak at the northern port. They also add details which, doubtless, from motives of delicacy, were ignored by the newspapers published there. We see no harm in mentioning that a common form of Chinese mob violence was not wanting to complete the tale of horror. As in 1900, as at Linchow, as on almost every occasion of the kind we can recall, foreign women were treated to the nauseous kind of attention which seems to obsess the mind of the Chinese rowdy when on mischief bent. Ladies who happened to be abroad at the time the disturbance broke out had much ado to reach their homes with their clothing intact; and it was doubtless the complaints they made privately, in their homes, that inspired the guerilla warfare against the mobs, some of the manifestations of which were at first regarded as doing no credit to the reputation of the white man. In one case, and this particular one was reported by the Sunday paper published there, one woman—a respectable Japanese—was completely denuded in the streets. This behaviour of Chinese mobs we would not have overlooked, as it strongly supports our previously expressed views with regard to the presence of women missionaries inland. It is not a question of locking the stable door after the horse has been stolen: this particular horse will be repeatedly stolen in China, so long as the Chinese Government remains as impotent and inept as we know it to be at present. There is a good deal of nonsense talked about "the Chinese," and we are liable at times to have our position misunderstood by people who forget that there is no more homogeneity in China than in any other country. When we smile at Europe's complacent assumption that it has introduced "civilization" to one of the oldest civilizations in the world, we are not inconsistent if we immediately find it necessary to emphasise the fact that barbarism is also present in its worst forms in this ancient empire. No one would dream of measuring the calibre of "the English" by the White-chapel hooligan or the Lancashire pitman. In China we have to take account of peerless wisdom at times; and still admit that everywhere it has hooliganism on a greater and viler scale than can be well estimated, save on such occasions as its manifestations become prominent. No English gentleman will strike a woman; there are plenty of English hooligans who kick them and dance on them with clogs. No Chinese gentleman views these doings of his baser compatriots with approval; but it is well to remember that the immemorial status of Oriental woman is different to that of her European sister, and that when mob brutality and worse is afoot, we have to expect things. It is the conscientious belief that the intrusion of the emancipated foreign woman into a country unprepared for her is a serious mistake that emboldens us to repeat ourselves, at the risk of seeming to carp unduly. We again submit that men missionaries who insist upon the desirability of women helpers in such a dangerous field of endeavour, after the numerous shocking lessons we have had, expose their motives,

however good, to misconstruction; and we hope that they will think seriously of resuming their labours on more scriptural lines; that is to say, without dragging in helpers who have, as we have seen, always to bear the brunt of the worst kinds of opposition.

A new point suggested in our correspondence from Shanghai seems to be one arising from the claims for compensation, which H. E. CHOU FU declares are improper, as the foreigners do not allow the Chinese authorities to send in soldiers to preserve order in the Settlement. This is a shrewd and characteristic stroke, none the less hard to answer because its fallacy is felt, rather than seen, by all who know the kind of order that attends the ministrations of Chinese "braves." It seems *prima facie* just to say that if the foreigners insist upon maintaining order themselves, they should not expect the Chinese to pay for their failure. No such claims would have been made if the Chinese had left them the unimpeded control; but we know how jealously the officials have kept thrusting their fingers into the pie; and there is also the suggestion that they had a good deal to do with fomenting the disorder. The argument, however, is but one more illustration of the anomalous state of things at Shanghai.

INDIVIDUALISM IN THE ARMY.

(Daily Press, 10th January.)

Our Hamburg correspondent recently treated us to an interesting resumé of the military philosophy of FREDERICK the Great. Since its appearance, we have received the December number of Mr. JOHN MURRAY's *Monthly Review*, in which "Ex-Non-Com." has a number of deeply interesting observations to make. First we may quote a general observation, which will not be swallowed whole in Hongkong. "In the Russian and Turkish armies," the writer says, "the unreasoning ignorance of the masses makes for self sacrificing devotion in war, and perfection of discipline always; in Japan patriotism suffices to absorb self; in Germany the military system has been made cohesive by a Draconic rigour and the cruelties of caste. But it is now evident that what answered in the days of FREDERICK the Great is failing in these days of enlightenment and broadcast principles; we are told that democracy is gnawing at the root of German military discipline and efficiency; we have evidence that the same thing is manifesting itself in the French Army. If, then, in conscript armies the growth of thought does not harmonise with military rule, the discord must be even more pronounced in the case of a voluntary army, the discipline in which owes nothing to the factors above-mentioned." In the British army, we are told, "there is substantial evidence of practical unrest among the rank and file." Twenty-two per cent. of the courts-martial held in 1904 were for desertion, and seven thousand of the 46,000 returned as "non-effective" were deserters. In the other voluntary army, that of America, ten per cent. of the recruits deserted in recent years. It is a pity that the writer, who desiderates individualism in the ranks, did not include the Chinese soldier in this survey. He has always been accustomed to think for himself, and it has not made him a good soldier. His apologists say that he would be better if more thinking were done for him, and on his behalf. There is no doubt C. happy mean somewhere; but "Ex-Non-com." does not guide us to it. His vivid

picture of one extreme will be recognised here:—

"Modern warfare demands initiative and self-reliance in every member of a fighting force; but whatever responsibility is now necessarily accorded the soldier in the field he has none in the routine of barrack life. He still is treated as the helpless grown child, needing constant supervision; scarcely any military act of his, from "reveille" to "lights out," is done except under superintendence. In the senseless orchestra drowning the individual voice the bugle is predominant. Imagine during the wakeful sixteen hours the blurring *de capo* of a minimum of thirty-six routine bugle-calls, augmenting non-commissioned officers' commands and the barrack clock or gong, and pity, above the executant and harassed clerks and pay-sergeants, the self-reliant individual who must respond. Should this individual wish to go to hospital, or be discharged therefrom, should he desire to proceed to town or on furlough, should he (conceivably *without desire*) perform scullery or other domestic labour, draw his rations, his coal, or his kit, or wish to approach his officer (even, in some regiments, his sergeant-major), he must consult, be inspected, accompanied, and supervised by a non-commissioned officer, as applicable to the case—usually all four conditions; at his meals he is inspected; the seasons, even the air at nights, are studied for him to prevent his going insufficiently clothed; he is told how often he must bathe. In each of these performances he will be still further guided by certain subsidiary garrison, regimental, and company orders."

This suppression of individualism (and of self-respect sometimes, as where petty offenders are tried and punished simultaneously with "the drunken soldier or barrack room thief") is held by "Ex-Non-Com." to militate against efficiency, and to make the service less popular than it might be. So much may reasonably be said; but he contends that these exercises in discipline impair discipline. This will be opposed. He means, probably, that as in the case of physical culture, its overdoing may work more mischief than its neglect. In these days of democracy and general education, there is no doubt that it is repugnance to the idea of losing individualism in the machine that makes recruiting difficult. Apparently unnecessary and irksome regulations are bound to frighten good men away. But there is a very real danger in the opposite extreme, which "Ex-Non-Com." ignores.

CHINESE POLITENESS.

(Daily Press, 11th January.)

ABBE HUC, with one of his inimitable touches of satire, in speaking of a piece of ultra-ceremoniousness on the part of a Chinese Mandarin exclaimed that really one might imagine oneself in Paris. Whether he meant to admire or to deprecate the peculiar politeness of the official in question he left to the decision of his readers. The question has long been debated whether the Chinese are really entitled to be considered polite. The popular idea in England is no doubt largely influenced by GOLDSMITH's description of the Citizen of the World; and many people have taken the character there set forth of the refined philosophical traveller in foreign parts very much more seriously than the sprightly writer intended. Curiously enough the genius of GOLDSMITH hit off many of the Chinese characteristics with more accuracy than he was probably aware of himself. If the Citizen of the World were a specimen of all educated Chinese, we should have little ground to complain of them; and so far as mere external conduct goes the Citizen of the World is, with slight allowance for the exaggeration of a humorous writer, not a bad specimen of the average Chinese as we are familiar

with him. No one can deny that the educated Chinaman has an amount of ceremonious politeness which would compare favourably with that of other nations; but few who are really acquainted with the Chinese can fail to see that it is of a very superficial nature. There is a certain exaggeration about it, which at once has the effect of making it hollow. People may, in a kindly and generous way, consider others honourable, but they don't as a rule consider themselves contemptible; nor do persons with any claim to patriotism deem their country unworthy and some other country entitled to unlimited admiration. When, therefore, it is considered necessary in conversation to refer to one's contemptible self and country there is a false note from the very beginning, and anything in the way of falsehood or insincerity may fairly be deemed incompatible with true politeness. Taken, therefore, merely by their conventional customs, the Chinese cannot be considered as models of politeness, and the not unkindly satire of the good ABBE may to this extent be considered fully justified. At the same time, it is not to be denied that Chinamen of anything like rank or education will seldom be found wanting in the essentials of good manners. They are quick to perceive what is pleasing or what may be offensive to those with whom they have intercourse, and will seldom be found to commit *gaucheries*, of which many who look upon them with complaisant contempt are often guilty. If we put aside the form and accept the spirit of Chinese politeness, it will be seen that there is, after all, something to be learnt from it. Making little of oneself and as much as possible of those with whom we have intercourse is not altogether a bad code as to social amenity; and this is what the rather ponderous system of Chinese etiquette practically indicates. It is not necessary to call ourselves contemptible, but a form of intercourse which reminds us that we should abstain from undue self-assertion is not without its uses. In the same way it is not necessary to tell everyone with whom we may come in contact that we consider him honourable, but we have very high authority for honouring all men. Thus the Chinese social code, though antiquated in form, may serve as a useful reminder of principles which are sound in themselves and which are apt to be overlooked without something to remind one of them. In the present days of self-assertion and self-advertisement, it may possibly be at times not without benefit to remember the rough and ready forms of Chinese address. They are in fact a species of A.B.C. of politeness, which is worthy of some study, if its inner meaning is seized. We need not consider ourselves contemptible, much less need we declare that to be our estimate of ourselves; but a little of the humility which is suggested by the Chinese formula may at times add considerable grace to our dealings with our fellow-men. In this matter, as in so many others, the error of the Chinese is in clinging to antiquated forms. In European countries in former times the rules of etiquette were far more rigid than they have become of late years. Anyone who adopted the stiff style of the eighteenth century in the present day would be looked upon as insincere and pedantic. The heavy compliments to the nobility and to people in office which were then in vogue would be justly laughed at. At the same time, there are few who would deny that the old-fashioned courtesy taught a lesson which had its value; and which formed the basis upon which courtesy of a higher character

In modern days has been founded. The Chinaman, however, sticks to his old forms and is as formal now as he was in the time of the Mings. At the same time, though these exaggerated forms have been retained in their bald integrity, it would be unjust to ignore that the Chinaman has to a great extent seized their real meaning; and that he has learnt to build up upon a somewhat crude foundation habits of courtesy, which, if they may not mean very much, at least make intercourse with him easy and agreeable.

COLONIAL INTEREST IN THE CHANGE OF GOVERNMENT.

(Daily Press, 12th January.)

The pledge which has been given, upon more occasions than one, by leaders of the Liberal Party in England, to the effect that a change in Government would not affect the foreign policy of Great Britain ought to be reassuring, but at the same time there may be a feeling in some quarters that the promises which have been made may not be adhered to to their full extent. That a new administration would depart very widely from the lines which have been adopted with so much success in reference to Japan—and indirectly to China—is of course not probable. No very sudden change would be likely to be contemplated, and to all outward appearances we might expect things to go on much as they have been going for some years past. But there is unfortunately often a vast difference between the declared foreign policy of any given country and the actual policy which it is carrying out. A line of action as enunciated may be quite unexceptionable, but it may be carried out in so half-hearted a manner that the effective result may be precisely the same as if the declared policy of the Government had been the opposite to what it has stated. People in China are very well acquainted with this particular bearing of a foreign policy. If declarations were all, China would be the most progressive country in the world. She has always been anxious to progress, according to her declarations, but only wanted a little time to take breath; but unfortunately this little time has extended to a very considerable length and she is still in this attitude of getting ready for some great feat, which somehow or other never comes off. No doubt, it would be going too far to imagine that any responsible officials at home, be they Conservatives or Liberals, would, or let us hope could, be so regardless of their pledges as the Chinese proverbially are. Even in the present day, when political principles are much more lax than they were in former times, a complete departure from a declared line of policy in a matter gravely affecting the prosperity of the Empire would hardly be tolerated by the nation at large. But there is so much in the way of putting things that it is quite possible for a Government to depart from a given line of policy in reality without its becoming known till too late that they have done so; and this is more especially the case with regard to matters of foreign policy upon which the nation at large is, as a rule, extraordinarily ill-informed. Things, it is true, are not quite so bad as in the days when MACAULAY said that a man being knocked down in Whitechapel caused more excitement than a war in a province in India; but the truth underlying the witty illustration remains still the same. Foreign matters, unless pressed upon the public attention by a war or some other very great occurrence, are looked upon by a very great section of the home public as something quite outside

the sphere of their ordinary thoughts. Thus by degrees it has become the custom to leave matters of foreign policy largely to the discretion of the Government for the time being; who in consequence obtain in the main a free hand in respect of what in a country like Great Britain is probably the most important department of the public administration.

When, therefore, it is a question whether a far-reaching line of foreign policy, such as that between Great Britain and Japan, will be continued by a given administration we desire to feel some confidence that it has their sympathy as well as for the time being their support. It must be gratifying to the Unionist Party that the Liberals found it desirable to declare in face of the prospect of a general election that they were prepared to adhere to the same foreign policy as that which had been followed by the administration they hoped to oust. In an electioneering point of view, this might perhaps not be the very best of tactics to adopt. Indeed, people inclined to be sardonic might regard it as rather giving oneself away to declare: "You need not be afraid that we shall not be quite as good as the administration we wish to put out, as we intend to borrow from them the particular thing for which they deserve most credit, namely, their foreign policy". Ill-natured persons might perhaps consider this to be something like giving themselves away, at least on this particular point. If there had not been some reason for the public suspecting the contrary, such a declaration was hardly likely to have been made. The truth, however, cannot be blinked that there was such reason, and the leaders of the Liberal Party were only too conscious of it. That reason is that the traditions of the party have always been against anything in the form of vigour or decision in regard not only to foreign but also in regard to Colonial affairs. They have become too much identified with the school that regards expansion abroad with dislike and unreasonable apprehension, so that it is not surprising that some of the Liberal leaders, should, on the eve of an election, have thought it necessary to declare that they intended to amend their ways in the future. The question, however, which must exercise thoughtful men is: will they be able to carry this out for any length of time, even if at the present moment they are honestly desirous of doing so? It is with this question that those interested in the Far East are most intimately concerned. With respect to the broad lines of the policy that has been adopted, too much has been settled to be undone in a hurry. The renewed convention with Japan must stand in the way of any serious deviation from the policy adopted in regard to that country; but still, as time goes on, there may be room to fear that it may not be pursued with all the persistency and vigour that are necessary to make it fully effective. It is to be hoped that the pressure of circumstances will render such a contingency impossible; but at the same time it is one which cannot fail to be apprehended by those who know the traditions of Liberal Governments in the past and the degree to which they have shown themselves willing at given moments to yield unduly abroad for the sake of maintaining popularity at home.

Manila was agitated on Jan. 4th by a rumour that all available American troops were to be despatched hastily to China, because "a tremendous outbreak against foreigners" was expected. The number available was 12,000 fully equipped.

HONGKONG JOTTINGS.

9th January.

A suggestion was made to me a little while ago which is worth ventilating. It seems strange to the newcomer that the domestics of our households are, with the exception of the amah, exclusively male, yet in a Chinese household, as in the middle-class households of Europe, the domestics are all of the other sex. Why could not Chinese girls and women fill the places in European houses in the Colony now exclusively occupied by males? I suppose the custom of having "boys" for domestic work grew out of the military practice which first obtained in the island. Boy taught boy, the man cook taught his "larn-pidgin," and the girl has never had a chance to learn, or at any rate to practice, the household duties in a European house. The "boys" would take care to keep it a close preserve. The Chinese women would probably make excellent house servants if they were trained. Why should there not be some sort of a training school for Chinese girls?

The suggestion I have been asked to ventilate is that as the Government annually contributes to the funds of the local orphanages and has assisted them substantially by granting them leases of Crown land at nominal rents, the Orphanages should be required as a *quid pro quo* to train a certain number of girls for domestic service in European houses as cooks and housemaids or general servants. I suppose the Orphanages would claim that they do this to a certain extent already, but the idea is one capable of much fuller development, and I hope the suggestion will be considered in the proper quarter. It might do much to solve the "servant problem" about which we periodically hear so much, and it would be an excellent thing on the whole for the girls themselves. The principal training the girls receive in the Orphanages is needlework, and excellent work they do, as the ladies of the community well know. At the annual sales the work fetches fancy prices, but when these girls go out into the labour-market and do this needlework for a living their story far too often fits the tale related in Tom Hood's famous "Song of the Shirt." Domestic service in European houses in Japan was formerly a "boys' preserve, but now in many houses girls only are employed, in the kitchen as well as for the duties discharged at home by the house and parlour maids. If the Chinese women were properly trained to similar work, without all that sub-division of labour which is so vexatious and expensive in households run on moderate incomes, it would be a welcome innovation. I should much like to see this question discussed.

I notice that the P. W. D. is still experimenting with woodpaving. Considering the cost of maintenance—\$100,000 a year, irrespective of establishment charges—it cannot be said that the condition of the public thoroughfares of the Colony proclaims that we get good value for the money. The surface of many of the roads is in a deplorable condition. Seeing that there is no heavy vehicular traffic on them, the roads seem to wear very badly, and judging by what I have seen of wood-paving in Hongkong, I fancy that a large extension of this paving in the Colony would prove in the long run both economical and far more satisfactory than the present method.

During the last year or two there have been two additions to the list of holidays observed by the Banks in Hongkong, namely, Empire Day and Regatta Day. Altogether we have now eleven public holidays on the list. At Shanghai I see they have 21. It is interesting to compare them.

HONGKONG.	SHANGHAI.
New Year..... 1 day	New Year..... 2 days
China New Year... 1 "	China New Year... 5 "
Easter..... 2 days	Easter..... 3 "
Whit Monday..... 1 day	Whit Monday..... 1 day
Empire Day..... 1 "	Chinese Dragon Festival..... 2 days
1st Monday in August..... 1 "	Summer Holidays (July 2nd & 3rd) 2 "
King's Birthday... 1 "	

Regatta Day..... 1 ..	Autumn Holidays
Christmas..... 2 days	(Aug 6 & 7) 2 days
	Chinese Mid-Autumn Festival
	(Oct. 1 & 2)..... 2 ..
	Christmas 2 ..

Total 11

Total 21

The Shanghai list is published by order of the Chamber of Commerce Committee as the holidays which will be observed by the foreign banks and the Chamber of Commerce in Shanghai in 1906. The Hongkong list is drawn up from memory, but is, I believe, complete. I refrain from making any suggestion that we should endeavour to emulate Shanghai in this respect, as I think the nuisance, from the business man's point of view, recurs often enough already.

It was mentioned in the Supreme Court a day or two ago that Chinese signboards are sometimes sold for as much as \$50,000, and that quite recently one was sold for \$27,000. It is a very substantial price to pay for "an emblem of the goodwill," but with the signboard goes the "chop," or trade mark, and, as old residents know, the "chop" of a good firm in China is a very valuable asset. When, therefore, Chinese talk of selling a signboard a great deal more must be understood as a rule to be included. For example, I am told that an offer of \$100,000 was recently made to a Canton Pill-maker for his signboard, but it was intended that the purchase should carry with it the Pill-maker's secret and his stock-in-trade. That the offer of \$100,000 was refused and that \$150,000 was required, proves Pill-making to be as lucrative in China as it apparently is elsewhere.

There is a motto over the principal entrance to the Post Office, which I doubt whether one person in twenty who go to the Post Office or pass it daily has ever seen. It is not conspicuous, because the Government is very economical where paint and whitewash and that sort of thing is wanted for public buildings, and now that a new Post Office is in course of erection perhaps it is too much to expect that the Government will spend even a few dollars on making the exterior of the present building respectable and incidentally bring to light the motto I have alluded to. It reads:—

'AS COLD WATER TO A THIRSTY SOUL, SO IS GOOD NEWS FROM A FAR COUNTRY.'

We can appreciate the sentiment to-day, but how much greater must have been the appreciation of our forebears who were here before the days of submarine cables and 17-knot mail steamers. I hope this motto will find a place somewhere on or in the new building, for the sake of the old memories it recalls.

BANYAN.

ARMED ROBBERY NEAR HONGKONG.

Another daring outrage is reported from a village in the Saikung district of the New Territory. According to police information a gang of nine men armed with revolvers surrounded a house about 10.30 at night, and after bursting open the door, entered the dwelling and terrified the inmates who offered no resistance. The robbers took everything portable on which they could lay their hands, clothing and small articles, and went off with booty representing a value of almost \$300. Three of the nine men can be identified and the police are making investigations.

H.E. CHOU FU'S "IRISH PROMOTION."

The N.C. Daily News of Jan. 4 says:—The local mandarins have received telegraphic news from Peking to the effect that H. E. Chou Fu, Acting Viceroy of the Liangkiang provinces, has been appointed by Imperial edict Viceroy of the Min-Ché provinces, vice Sung Fan, deceased. Apropos, it is perhaps not generally known that His Excellency Chou Fu, being a native of one of the Liangkiang (Anhui), cannot be a substantive incumbent of this Viceroyalty and can only hold what may be termed an emergency or acting incumbency.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on January 9th at the Board Room. The Hon. Dr. F. Clark (president) presided, and there were also present: Dr. W. W. Pearse, M.O.H., Dr. Macfarlane, Mr. F. J. Badeley, Hon. Mr. A. W. Brewin, Mr. Fung Wa Chuu, Mr. Lau Chau Pak, Mr. A. Rumjahn and Mr. G. A. Woodcock (secretary).

THE YEAR'S WORK.

The CHAIRMAN said—Gentlemen, as this is the first meeting of a New Year we may be glad to look back for a moment on the work of the year which has gone, and in so doing we will find, I think, no small grounds for congratulating ourselves on the improved sanitary condition of the Colony. Early in the year a committee of the Board recommended the reservation of a site on the Kowloon peninsula as a Colonial Cemetery—their object being to secure an ample reserve for this purpose in anticipation of the great increase in population which must follow the inauguration of the Kowloon-Canton railway. Another committee went very fully into the question of the most suitable sites for markets in the Kowloon peninsula, and their recommendations were forwarded to the Government. In October, Mr. Pollock raised the important question of the adoption by the Colony of the Paris Convention in substitution for the Venice Convention, under which we are at present working, and the matter is now in the hands of the Chamber of Commerce for report. In November, the Board agreed to accept 4" of the cement concrete in lieu of 6" of lime concrete of a covering for the ground surfaces of dwellings, pending an amendment of the Ordinance to secure this. The public works of a sanitary nature which have been well advanced or completed during the year are the Disinfecting Station at Kowloon, the new Western Market, the new Market at Mongkok Tsui, and various public Latrines and Urinals; while the Board have secured the grant of funds for a new Mortuary at Kowloon, for Shelters for Dust Carts in the City, for additional Latrines and Urinals, and for the completion of the new Western Market during the year 1906. So far as the health of the community is concerned, the general death-rate for the year has been 16.7 per 1,000, as compared with 16.94 per 1,000 in 1904, and this appears to be the lowest death-rate on record in this colony. The rate among the Chinese was 16.6 per 1,000 and that among the non-Chinese was 17.5 per 1,000—a very different condition of affairs to what prevailed 10 or even 5 years ago. As to Plague, we had only 304 cases during the year, while there were 90 cases of Enteric Fever and 75 cases of Smallpox, the latter, I am afraid, we can do very little for, owing to the impracticability of enforcing adult re vaccination in this Colony, and the fact that the infection can be introduced from China in clothing, bedding, etc.; but I think we may be able in time to educate the public in the matter of the sources of infection of Typhoid Fever, and when this is accomplished, the incidence of this disease, at least, among the non-Chinese, who are by far the greatest sufferers, will decline. With regard to buildings, our figures are equally satisfactory; 16 new European houses have been declared ready for occupation during the year in the City and Peak districts, and 16 in Kowloon and the out-lying districts, while 167 new Chinese houses have been similarly granted certificates of occupation in the City, and 61 in Kowloon and the outlying districts and 30 new godowns and offices had also been completed during the year. This prosperous condition of affairs can only be maintained by the utmost vigilance on the part of the Board and its officers in the administration of the powers entrusted to them, and I feel sure that the new members, who should be with us at our next meeting, will loyally co-operate in the attainment of that end, so that at the close of this year the Board may be able to render as good, if not a better, account of its stewardship than I have now been able to submit to you, for the year 1905 (applause).

SMALLPOX AT CANTON.

With regard to an outbreak of smallpox in Canton, Dr. Pearse minuted—One thing which

we might do suggests itself to me, namely, the distribution of hand-bills in Chinese advising vaccination. As the Chinese believe in the efficacy of this measure, a deal of good might be done. An English advertisement in the papers reminding residents that the cold season is the smallpox season in Hongkong and advising people, especially newcomers, to be vaccinated would also be beneficial.

Mr. E. A. Hewett minuted—The notices might be issued, but I do not understand that smallpox is worse than is usual at this season. It is, however, no use asking people to be vaccinated unless a full supply of lymph be assured.

Mr. Lau Chau Pak recorded—The Tung Wa Branch offices already had notices printed and are prepared to proceed with free vaccination amongst the Chinese, if a sufficient supply of lymph can be obtained. The question is when lymph can be given to them.

The CHAIRMAN—With regard to the question of lymph, Mr. Lau Chau Pak and the other members of the Board will be glad to hear that at present we have 2,500 tubes of vaccine in stock, each tube having sufficient to vaccinate two or three people. Within the next ten days, owing to the supply of calves, we shall have at least another 2,000 tubes, so that there will be no dearth of lymph in the colony. Dr. Hunter assures me he has given tubes to all who have applied for them and all applications which had to stand over have been fulfilled.

Mr. FUNG WA CHUN thought the Board should advertise in the newspapers as suggested.

Dr. PEARSE expressed a similar opinion.

It was decided that advertisements should be inserted in the newspapers recommending unprotected persons to get vaccinated as soon as possible.

MORTALITY STATISTICS.

The mortality statistics for the week ending December 16th show that the death-rate for the whole Colony, excluding army and navy, was 13.1 as compared with 16.5 for the corresponding period of last year. The death-rate for the British and foreign community (civil population) was 19.9, as compared with 30.8 for the corresponding week last year.

LIME-WASHING.

For the fortnight ending January 2nd the total number of houses limewashed in the Central district was 3,534 and in the Western 3,753.

BAT RETURN.

During the week ending January 6th a total of 477 rats was caught by the Board's officers, of which 9 were found to be infected.

A YAUMATI DAIRY.

Correspondence relative to Peer Bux's Dairy, Nos 1 and 2 Kum Chung, Yaumati, was submitted. The Board's officers reported that the premises were unsuitable and that the Board need not require the license. The applicant, having been informed that it was not likely his license would be renewed for a longer period than a portion of next year and that it would be advisable to seek new premises, replied that he was making arrangements for more suitable premises.

THE FOOD AND DRUGS ACT.

During the quarter ending December 31st six samples of beer and eight of milk were taken by the Sanitary Board's officers. They were all found to be genuine.

A YEAR'S BANISHMENTS.

During 1905 there were no fewer than 1,643 people banished from the Colony. Of that number 678 had been sent here from the Straits Settlements and had of course to be passed on to other places, 524 were undesirable from Saigon who were similarly dealt with, and 695 were old offenders who had come out of gaol, where they had been imprisoned for petty offences. This gives an aggregate of 3,540 descriptions taken by the Hongkong Police, and as 15 descriptions of each man who passes through their hands are sent to the different stations some idea will be formed of the amount of labour involved in this work, the finger prints of 3,116 being taken. Out of the 1,643 banished, 65 returned, but the greater portion of these were identified by finger prints. Those banished were sent to Singapore, Canton and eight out-stations.

HONGKONG GENERAL CHAMBER OF COMMERCE

PORT REGULATIONS - MERCHANT SHIPPING GUILD INTERVENES.

The following correspondence reaches us for publication:—

Colonial Secretary's Office, Dec. 5th, 1905.

SIR.—I am directed to enclose for the consideration of your Chamber a copy of a letter addressed by the "Merchant Shipping Guild" to the Under-Secretary of State for the Colonies on the 9th October last.

2. The first part of the letter refers to statements that had been made by the Guild with regard to the Harbour Master, Captain Barnes-Lawrence, who in his capacity of Marine Magistrate in a case before him last year fined the Captain of the s.s. *Wing Chai* for obstruction on the high seas and wilful disregard of the rules of the road. As the Guild have now withdrawn references which they had made in previous communications "as to the qualification of Captain Barnes-Lawrence to deal with cases affecting merchant ships" and also the statement that in the case of the s.s. *Wing Chai* the decision of the Harbour Master was bad "not only morally but from a lawful standpoint," it is not necessary to trouble your Chamber with this part of their letter.

3. You will observe, however, that the withdrawal is followed by an expression of great regret at "the way British Shipping and British Merchant Captains are unnecessarily harassed and interfered with by the Authorities of the Port," and two instances are given in support of this very drastic general charge.

4. With regard to the first of these the Guild states that they "have information to the effect that, on the 13th June last two Captains of British Merchant Ships were fined for blowing their steam whistles other than for the purpose of navigation, at 4 o'clock in the morning in Hunghom Bay," thereby disturbing the "peace and quietude of the neighbourhood." The cases referred to are those of two steam launches, the *Albatross* and the *Hoi Ning*, which entered Hunghom Bay at 4 a.m. in the morning of the 8th June, the second launch following the first and the two together emitting 10 blasts of their whistles, while according to evidence given before the Magistrate there were no craft in their way. According to the Merchant Shipping Guild, "It is obvious that these alarms would not be made without there was some specific cause in the way of danger," and on this assumption they "feel that prosecutions of the kind are exceedingly frivolous and unnecessary." There is no doubt that at this port the almost continuous whistling which goes on throughout the day and through some of the hours of the night is an unavoidable necessity in connection with the navigation of the vast number of small steamers that constantly ply in the harbour, but if to this has to be added unlimited whistling for the purpose of attracting the attention of persons on shore and other purposes not connected with navigation, very serious inconvenience and confusion would result. It was doubtless to obviate these that the regulation in sub-section 10, Section III. of Table M to Ordinance No. 10 of 1899 was enacted, and in spite of the protests of the convicted parties there seems to be no reason to doubt that the regulation was infringed in the cases referred to by the Merchant Shipping Guild.

5. Another instance quoted by the Merchant Service Guild to show "the way British Shipping and British Merchant Captains are unnecessarily harassed and interfered with by the Authorities at the port" is "where a Merchant Captain was prosecuted for anchoring in Junk Bay because in his opinion it was dangerous for him to attempt to enter the harbour through the Lyeemun Pass." The case quoted was one in which the Norwegian Captain Olsen, of the Norwegian steamer *Oscar II*, was summoned for anchoring his vessel at a place other than a port of the Colony on June 5th of this year. At that time, as your Chamber are aware, Junk Bay, where the vessel in question was anchored, had not been declared such a port under Section 21 of Ordinance No. 10 of 1899 and owing to circumstances connected with the state of war then existing it had been necessary to enjoin special vigilance on the police

in the enforcement of those harbour regulations which secured the waters of the Colony from use inconsistent with the Colony's neutrality. The defendant pleaded guilty, but stated that as the night was dark it was dangerous for him to enter the harbour. In these circumstances no penalty was inflicted by the First Police Magistrate before whom the case was tried. At the instance, however, of the Masters of various British ships your Chamber made a representation that the Government should consider whether it "would not be possible to adopt such measures as would allow the prohibition to vessels to anchoring in Junk Bay to be removed." This representation was received on the 11th July and on the 14th of that month arrangement having been made to bring the bay under the supervision of the Water Police, His Excellency approved, on the recommendation of Captain Barnes-Lawrence, of Junk Bay being added to the list of ports of the Colony and a notification to this effect was published in the next issue of the Government *Gazette*. The promptness with which the wishes of the shipping community as represented by the Chamber of Commerce were met by the Government are somewhat curiously illustrated by The Merchant Service Guild as illustrating "the fact that British shipping does not appear to be receiving that assistance and encouragement at Hongkong which in justice to its importance to the country, it would appear to demand."

6. The Governor has thought it necessary to invite your Chamber's attention to, and observations on, these further charges brought by the Merchant Shipping Guild against the Port Authorities at Hongkong, as it seems to His Excellency that the result of this powerful organization supporting and encouraging breaches of the regulations made for the good order and security of shipping in the port will be damaging to the interests of that shipping.—I have, etc.,

(Sgd.) T. SERCOMBE SMITH,
Colonial Secretary.

The Merchant Service Guild,
The Arcade, Lord Street,
Liverpool.

9th October, 1905.

SIR.—I beg to inform you that your letter of the 21st July covering copy of despatch from the Governor of Hongkong with regard to the case of Captain Bell Smith and to the constitution of the Marine Magistrate's Court in that Colony, has received the careful consideration of the Guild.

To refer to the second paragraph of the Report of the Governor of Hongkong, we observe that he does not consider the Police Court prosecution of Captain Bell Smith as parallel to cases heard before the High Court in Admiralty Jurisdiction.

It affords considerable satisfaction to know that, in the Marine Court at Hongkong, constituted under Section 19 of the Merchant Shipping Ordinance, it is customary to appoint three Masters of the Mercantile Marine as Assessors. As the principle is recognised in the Marine Court, the Guild feel that it should equally so be recognised in the Police Court where cases affecting merchant ships occur, and where seafaring technicalities are bound to arise.

Referring to the third paragraph of the Governor's report, it appears that Captain Barnes-Lawrence, before whom the case of Captain Bell Smith was tried, holds a Master's certificate and has served in the Mercantile Marine, Captain Barnes-Lawrence being a retired Royal Naval Commander, the Guild were under a wrong impression, having no knowledge of his practical acquaintanceship with the Merchant Service. Perhaps this was natural, as it is only in very rare cases indeed that Naval officers possess this experience. Owing to the information which is now supplied, we would certainly withdraw any references which have been made as to the qualifications of Captain Barnes-Lawrence to deal with cases affecting merchant ships. At the same time we trust that further Magistrates presiding over the Court will be required to have had experience in merchant ships similar to Captain Barnes-Lawrence.

Dealing with the fourth paragraph of the Governor's Report, we observe that the person

known on the *Wing Chai* as the Pilot was an unlicensed and uncertificated member of the crew of that ship, to whom no responsibility whatever could attach. Taking this paragraph and the fifth paragraph collectively we find, from Captain Barnes-Lawrence's decision, that he refers to the Pilot on several occasions. Further we believe that this Pilot is one of those men who are usually engaged for the purpose owing to their being so familiar with local navigation.

It seems to have been the case that the whole of the trouble was due to the Pilot altering the course of the *Wing Chai* during the temporary absence of the Master. Knowing, as we now do, that the Pilot of the *Wing Chai* was neither licensed nor certificated this naturally adds to the responsibility of the master, but the remarks in Captain Barnes-Lawrence's decision to which the Guild took objection were that "in nowise is a Master absolved from responsibility in the event of an accident." In the case of the s.s. *Grecian*, which we brought to your notice on the 7th December of last year, we proved that occasions may arise when the master is absolved from responsibility in the event of an accident, and that was our reason for considering that the decision of the Harbour Master was bad, not only morally but from a lawful standpoint. The Guild are bound to admit, however, that in the case of the s.s. *Grecian* she was in charge of a duly licensed pilot, whereas this was not the case with the *Wing Chai*.

Taking into regard the important fact that the Guild were under a wrong impression on one or two points, we feel it a proper course to withdraw the statement to which Captain Barnes-Lawrence takes objection.

In reference to the Port of Hongkong, the Guild greatly regret to observe the way British Shipping and British Merchant Captains are unnecessarily harassed and interfered with by the Authorities at the Port. For instance, the Guild have information to the effect that, on the 13th June last, two Captains of British Merchant Ships were fined for blowing their steam whistles other than for the purpose of navigation, at 4 o'clock in the morning in Hunghom Bay, thereby disturbing the peace and quietude of the neighbourhood. The Captains of both ships protested very strongly that the whistles of their steamers were blown to warn vessels in the vicinity with a view to avoiding collision with them. It is obvious that these alarms would not be made without there was some specific cause in the way of danger. The Guild feel that prosecutions of the kind are exceedingly frivolous and unnecessary and are calculated to cause much adverse comment. Another instance is where a Merchant Captain was prosecuted for anchoring in Junk Bay because in his opinion it was dangerous for him to attempt to enter the harbour through the Lyeemun Pass. We understand from gentlemen serving merchant vessels in Chinese waters that Junk Bay has been used as an emergency anchorage for many years without any objections. This prosecution, as is quite natural, created a great amount of indignation. The Hongkong Chamber of Commerce laid the matter before His Excellency the Governor, with the result that anchorage in the Bay is now permitted. We feel that these matters illustrate the fact that British shipping does not appear to be receiving that assistance and encouragement at Hongkong which, in justice to its importance to the country, it would appear to demand.

We hope that you will extend your notice to our representations, and that His Excellency the Governor of Hongkong may be acquainted of the nature of them. We feel sure that when the facts are brought to his notice, he will endeavour to set things on a more satisfactory basis so far as British Merchant Shipping is concerned in that Colony.—I am, etc.,

(Sgd.) J. E. MOORE,
Secretary.

Hongkong General Chamber of Commerce,
13th December, 1905.

Sir.—I have to acknowledge receipt of your letter dated 5th instant (No. 8546/05/C.O.D.), enclosing copy of a letter addressed by the Merchant Shipping Guild to the Under-

Secretary of State for the Colonies, in which serious adverse criticism has been passed by the Guild on the manner in which the Port Authorities of Hongkong bear themselves in their official relations towards the shipping community.

2. In view of the comments already made by the Government in connection with the *Wing Chai* case, it is unnecessary for the Committee of this Chamber to deal with that question as raised by the Merchant Shipping Guild.

3. The Guild has, however, brought further complaints against the Port Authorities and, in support of the grave charge made that "British Shipping and British Captains are unnecessarily harassed and interfered with by the Authorities at the Port," quotes instances where the Captains of two British vessels were fined for blowing their steam whistles at 4 o'clock in the morning in Hunghom Bay and another case where a Merchant Captain was prosecuted for anchoring in Junk Bay.

4. Your letter under reply has dealt so fully with the above cases that but little remains to be said.

The conditions of the port of Hongkong are far removed from those of the average shipping port in the United Kingdom.

The steamer tonnage which enters and leaves these restricted waters is the largest of any port in the World.

In addition we have a number of steam launches engaged privately and as ferry boats, from one part of the harbour to another. There are nearly 300 launches registered in the port, of which over 100 are constantly employed as passenger boats.

The consequence is that the noise from steam whistles is almost continuous during the day, and often during the night hours.

It is imperative, therefore, that, while reasonable use of whistles by steam vessels is not interfered with, the abuse be reduced to a minimum. It is to meet this nuisance, which in a great measure is to be attributed to the small passenger boats, that the existing regulations were framed.

It would appear from the facts of the cases (so far as they are understood by the Committee of the Chamber) cited by the Merchant Shipping Guild, the steam whistles were being blown, not in the ordinary course of navigation, but merely to attract the attention of people on shore.

It is precisely to meet like abuses that the regulations referred to were brought into force, and the case against the masters of vessels in question having been proved to the satisfaction of the Court, the Committee of the Chamber are glad to observe that in the interests of the community at large a fitting penalty was imposed by the Magistrate. The terms used by the Guild as "Captains of British Merchant Ships" though technically correct is calculated to convey to the uninitiated a somewhat erroneous impression. The vessels in question are small river steamers of some 80 to 90 tons registered in the Colony, and consequently rank as British vessels. They are, however, owned by Chinese firms and manned by the usual class of Chinese seamen with the exception of the commanders, who in this case are understood to be British.

The Committee would add that it is precisely this class of small passenger vessel whose improper use of the steam whistles has led to repeated complaints being made to the Government. Hence the regulations.

5. The case of the Norwegian steamers anchoring in Junk Bay has also been fully explained in the letter under reply.

For many years past merchant captains have made use of this anchorage in unsettled or foggy weather without hindrance from the Port Authorities.

During last Summer, however, particularly towards the end of May and early in June, the condition of affairs in the Far Eastern Seas was abnormal. It was unquestionably imperative that under these circumstances it was the duty of the Hongkong Government to do all that was possible to ensure that the neutrality of the port should not be infringed. Regulations, therefore, had to be strictly enforced to prevent vessels while anchoring in the waters of the Colony from doing so in places where proper police control could not be exercised by the Harbour Authorities.

It was in consequence of this necessity that Junk Bay was temporarily, so to speak, "put out of bounds."

On the 5th of June the *Oscar II.* anchored without permission in Junk Bay and the commander was duly summoned. The Magistrate before whom the cases were tried appeared to consider the explanation given by the Master as reasonable, for it seems the latter was discharged with a caution. The Committee of the Chamber of Commerce represented the matter to the Government on the 10th July, and on the 21st July the Government notified in the weekly *Gazette* that vessels would be allowed to anchor in Junk Bay.

It would appear therefore, that after the matter had once been specially brought to the notice of the Government no time was lost in meeting the views of the shipping community.

6. While dealing in detail with the above questions the general purport of your letter under reply would appear to contain a request from His Excellency for an expression of opinion from this Chamber as to the manner in which Captain Barnes-Lawrence has carried out his duties vis-a-vis the shipping community of this port.

As you are doubtless aware the Committee of the Chamber is largely composed of representatives of the various shipping interests to be found in Hongkong.

Speaking, therefore, from actual experience the Committee are in a position to assert that throughout his occupancy of the position of Harbour Master in this Colony, Captain Barnes-Lawrence has consistently displayed the greatest courtesy towards the shipping community.

As has already been pointed out, it has been found necessary in the interests of the community at large to make certain regulations for the guidance of the Port Authorities in order to prevent nuisance or abuses.

Regulations have had also from time to time to be framed to enable the Government to deal with the general trade of the port, and particular reference might be made to those imposed under the terms of the Brussels Sugar Convention, Dangerous Goods, &c.

It is obvious that while regulations must exist, their strict application on all and every occasion may at times harass trade with the result that, if such a policy were persisted in, permanent injury would result to the trade of the port.

The Committee are, however, glad to be able to place on record their appreciation of the manner in which the present Harbour Master has shown himself ready to modify the regulations when it has been demonstrated that this might reasonably be done, without detriment to the general good of the Colony.

The Committee of the Chamber regret that so serious a charge should have been brought against the Harbour Master, based apparently upon imperfect knowledge of facts, but they feel confident that the shipping community will unanimously endorse what they have said with regard to this official.

It may not be out of place to point out that cases now quoted by the Merchant Shipping Guild in support of their contention that the local Authorities do not render sufficient assistance and encouragement to British shipping cannot have any reference to the Harbour Master's office.

The *Wing Chai* case, with which we are not dealing, was, it is true, tried before Capt. Barnes-Lawrence, but those of the two steam launches and of the *Oscar II.* were taken to the Police Magistracy, a Court over which my Committee understand the Harbour Master has no jurisdiction.

It is proposed to publish this correspondence with the Chamber's Minutes in the usual manner, unless there is any objection on behalf of the Government to this being done.—I have, etc..

(Sgd.) A. R. Lowe.

Secretary.

HON. T. SERCOMBE SMITH,
Colonial Secretary.

Some Chinese coiners have been discovered at Shanghai who, in a cellar, had machines with which they were turning out five hundred twenty-cent pieces a day, all excellent imitations. They all had long sentences of imprisonment.

SUPREME COURT.

Monday, January 8.

IN ADMIRALTY JURISDICTION.

BEFORE SIR FRANCIS FIGGOTT (CHIEF JUSTICE).

SAM HING v. S.S. "PAUL BEAU."

The Sam Hing firm coal merchants of 28 and 30 Pottinger Street, sued the s.s. *Paul Beau* to recover the sum of \$5,390.60 due for coal supplied on the credit of the said steamship.

Mr. M. W. Slade, instructed by Mr. C. D. Wilkinson (of Messrs. Wilkinson and Grist), appeared for the plaintiffs, and Mr. H. E. Pollock, K.C., instructed by Mr. M. J. D. Stephens, represented the defendants.

The petition set forth that between May and July, 1904, the s.s. *Paul Beau* was employed in continuous voyages between Hongkong and Canton. During that period, at the request of Kwok Yick Ting, who was then the agent in Hongkong for the owners of the *Paul Beau*, the plaintiffs supplied her with bunker coal, for which there was an amount of \$5,390.60 owing.

The owners, the Compagnie Francaise de Navigation de Constructions Navales &c., in answer to the petition, said the *Paul Beau* was engaged on the Hongkong-Canton run by Messrs. Trevoux and Co., the charterers from the defendant, on the sole responsibility and at the sole risk of the said charterer; the captain, officers and crew of the ship at that period were the servants of Messrs. Trevoux and Co. and not of the defendants. The defendant denied that Kwok Yick Ting was ever their agent, either in Hongkong or elsewhere, and they had no knowledge as to whether the plaintiffs did, or did not, supply the *Paul Beau* with coal. Such coal, if supplied, was not supplied on the credit of the *Paul Beau*, but on the personal credit of Messrs. Trevoux and Co. Further, the defendants said that during the period of the alleged supply of coal they were, and still are, the registered owners of the *Paul Beau*, being registered as such not only in France, but also at the French Consulate in Canton, where Trevoux and Company were registered as charterers. The defendants denied owing the amount claimed, and also that their steamer was liable to satisfy any claim of the plaintiffs in respect of coal; and they did not admit that at any time the plaintiffs delivered particulars of their alleged claim to Kwok Yick Ting.

The defendants' counterclaim set out that on or about November 17, 1904, they resumed possession of the *Paul Beau* in consequence of Trevoux and Co. being in liquidation and in default with certain payments to be made by them under their agreement of charter. They had suffered damage through being deprived of the ship's services when she was arrested and through loss of interest at the rate of 8 per cent. per annum from December 21 until judgment, upon the amount of bail, \$7,000, which the defendants were compelled by the plaintiffs to produce in order to secure the release of the ship.

In reply, the plaintiffs said that Messrs. Trevoux and Co. were agents for the owners at that time. They denied all responsibility of the counter claim.

Mr. Slade said this was practically a test action. Another steamer belonging to the same company was running under the same conditions as the *Paul Beau*. She was supplied with coal and arrested under precisely similar circumstances and the parties had agreed to let the decision in one action govern the liabilities in both. When the plaintiffs delivered coal, they supplied it to the captain and owners, and did not supply on the credit of Trevoux and Co. When they sent in their bill it was headed "To Captain and Owners of *Paul Beau*." By means of an admiralty action *in rem* a ship could be arrested, and its value made a source of repayment for goods supplied.

His Lordship—Irrespective of the charter?

Mr. Slade—Irrespective of the charter.

Mr. Pollock—It is obvious, my Lord, that this question must be decided by French law.

Mr. Slade—French law is a question of fact, purely and simply.

Mr. Pollock—The fact is that the *Paul Beau* is a French steamer.

Mr. Slade—French law can be proved in Court in the same way as other facts, by evidence.

Continuing, the speaker said:—Dealing with the question as it had to be dealt with, on English law, he thought he should establish to His Lordship's satisfaction the fact that the ship was liable in spite of the charter. There were cases where a charter could preclude persons who supplied necessities from proceeding against a ship, such as when he had a knowledge of the charter and gave credit to the charterers. Another case in which the "material" man was debarred of a remedy against the ship was when in the interval between the contract for supply of necessities and the date when he forces his action *in rem*, the ownership has changed hands. With these two exceptions the "material" man had a right against the ship *in rem*, and turns it into an actual lien by causing the ship to be arrested. The defendants admitted there had been no change in the ownership of the vessel between the time when the goods were supplied and the date of seizure in this action. The mere fact of the charter, and of the officers and crew being in the service of *Trevoux and Co.*, was not sufficient to release the ship from liability. With regard to the claim for wrongful arrest, such could not be entertained by the court unless it was proved to have been done maliciously and with a reckless disregard for the rights of others.

Evidence was heard in support of the plaintiffs' claim, and then Mr. Pollock opened his defence. He submitted that the plaintiffs had made out no case at all because, from the facts as pleaded by the plaintiffs in the petition, and as admitted by the defendants in answer, it was obvious that the law which should have been applied to the question was the French law. His learned friend said they should have pleaded the fact that this case was governed by French law, but he submitted that was quite unnecessary because they did not rely upon any proceedings which were taken in any French court, or before any tribunal. From the allegations in the petition and the answer, and it appearing from the petition that the ground upon which the liability was based was the ground that a certain agent ordered coal as agent for the owners of the steamer, it appeared clearly that the law which should be applied by the court to determine the question was the French law.

His Lordship—Are you going to press your point, Mr. Slade?

Mr. Slade—Certainly, my Lord. I'm as ignorant of French law as the babe unborn.

His Lordship—It is a matter of law, then, and it would be convenient for Mr. Pollock to open up his point.

Mr. Slade—I have been taken entirely by surprise, my Lord.

His Lordship—At present I am taken by surprise too, but it would be convenient to hear Mr. Pollock.

Mr. Pollock—My point is much deeper than has yet occurred to your Lordship. On the plaintiffs' allegations it is quite obvious that if they are going to bring the owners in and make them and the ship liable, it ought to be apparent to them that French law is applicable.

His Lordship—Why?

Mr. Pollock—The law says so. I will quote authorities.

His Lordship—You have first got to satisfy me the French law is applicable.

Mr. Pollock—That is my point, my Lord. The plaintiffs admit that the *Paul Beau* is a French steamer, and that she was during the period relative for the purposes of this action employed between Hongkong and Canton. At the material time Kwok Yick Ting was agent in Hongkong for the owners of the *Paul Beau* and it is on that ground that the plaintiffs rest their case. My friend quoted certain authorities with a view to persuading your Lordship that if such were the case the ship would be liable according to English law. My point is, that whether it is a question of whether or not an agent for the owners of a foreign vessel has authority to bind either the owners or the ship, such question must be determined by the law of the vessel's flag. It would be hard on the owner of a vessel if the master's authority should be

comparatively large in one port and comparatively small in another.

His Lordship—Everything varies according to the port you go to.

Mr. Pollock—The *Paul Beau* was registered in France, and again at the French Consulate in Canton.

His Lordship—Directly she comes into an English port she is under English law.

Mr. Pollock—Not under English law as regards the master.

His Lordship—You are not going to contend that a French ship carries French law about with her for all purposes?

Mr. Pollock—No. But I say that a ship must be governed by the law of the flag. It is not a question of jurisdiction, but of what law the court ought to enforce in reference to the ship.

His Lordship—I cannot see how a contract made on behalf of the owners of a ship in this Colony can be governed by the law of France. Say the owners made a contract by post with the Sam Hing firm, the law governing that contract would be very different from that governing a contract made by the master of the ship in this port.

Mr. Pollock—The case must be determined by French law seeing the status of the ship and the documents under which she is registered.

His Lordship—If the ship is liable, the case must be governed by English law, not by the law of France. Supposing goods had been supplied to a ship in distress, and Hongkong suppliers brought an action *in rem* for necessities, you would not set up the law of the French flag, but English law.

Mr. Pollock—But French law must be applied as to the status of the ship.

His Lordship—I don't know where the status comes in. Directly a ship comes into English waters in such a case as the present she is likely to be seized for an action *in rem*.

Mr. Pollock—The law to be applied should be the law of the flag, and as no evidence has been given as to that law, I submit the plaintiffs are not entitled to succeed.

His Lordship—At present I am against you on that point, but will reserve my decision.

The case was adjourned.

Tuesday, January 9th.

IN ADMIRALTY JURISDICTION.

BEFORE SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

SAM HING v. S.S. "PAUL BEAU."

The case was continued in which the Sam Hing firm, coal merchants of 28 and 30 Pottinger Street, sued the s.s. *Paul Beau* to recover the sum of \$5,390.60 due for coal supplied on the credit of the said steamship.

Mr. M. W. Slade, instructed by Mr. C. D. Wilkinson (of Messrs. Wilkinson and Grist), appeared for the plaintiffs, and Mr. H. E. Pollock, K.C., instructed by Mr. M. J. D. Stephens, represented the defendants.

Before Mr. Pollock continued his address in defence, His Lordship said he supposed there could be no doubt, in the case he imagined yesterday, of the coal being ordered by the owners by post, that the remedy would be an action *in rem*. There could be no question about that.

Mr. Pollock—There is jurisdiction *in rem* for necessary supply to a ship.

His Lordship—Not necessary supply, but by order of the master, I mean.

Mr. Pollock—The case of the *Ripon City* was the case on which my learned friend particularly relied, and the master's claim to a lien in that case arose under special statutory provision. He is given an equal lien in respect of disbursements properly made on account of the ship, as he has for his wages. Your Lordship will find that the undercurrent of all the learned judges' observations in this case was that having regard to all the circumstances it would be a gross injustice upon the master who had made disbursements on account of the ship not to allow him to enforce his statutory lien, given to him by the Merchant Shipping Act, against the shipper. With regard to the question of registration, the *Paul Beau* has all

along been registered in the names of the *Compagnie* as owners, and Messrs. *Trevoux* appear as *armateur*, that is the person who equips the ship, fits her out and works her. In the case before your Lordship the facts are very different from the one raised as to the order for coal having been given by the master. The order was given by a man called Kwok Yick Ting. This man said he believed at one time that *Trevoux and Co.*, whose servant he was, were the real owners of the ship; but he afterwards had reason to believe that his first impression was a mistake. This is not a question of enforcing the provisions of the Merchant Shipping Act with regard to a master's lien for disbursements—it is simply and solely a question of agency. The coal was ordered by Kwok Yick Ting and there is no question of his disbursing any money or of enforcing any claim for disbursements. No money has been paid out and these coals have not been paid for.

His Lordship—As far as I understand, Mr. Slade's argument on the *Ripon City* was not so much that the present case was on all fours with it as that certain principles were laid down by Mr. Justice Barnes when discussing general principles.

Mr. Pollock—I submit that the circumstances are such that the owners of the ship would be liable to an action at the suit of the "material" man at common law except that in that class of case the "material" man cannot proceed against the ship *in rem* for necessities.

His Lordship—That is apparently in conflict with the principle which Mr. Justice Barnes laid down.

After considering the further authorities quoted by Mr. Pollock, his Lordship decided to admit the arguments on French law if necessary by ordering them in the pleadings, but said that Mr. Slade would have the right, if anything transpired, of asking for an adjournment to consider it.

Gaston Liebert, French Consul, was then examined. He said that according to French law a ship could not be seized for debts incurred by the *armateur* or his servant.

Cross-examined—The *armateur* covered charterers of ships of all kinds, no matter what the charter party might be. A French ship could be registered in France, a French Colony, or in a foreign country in a French Consulate.

His Lordship reserved judgment.

Wednesday, January 10th.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

MISTRANSLATION IN A CHINESE WILL.

An application, arising out of an action between Wong Shee (widow of Ng Kwai Kwong, deceased) and Ng Chi Wai and others, was made regarding the division of deceased's property.

Mr. Pollock said he appeared for all parties except the deceased's infant grandson, Ng Ping Wong, who was represented by Mr. H. G. Calthrop.

The case had been discussed in Chambers, but was taken into the Court in order that argument might ensue as to whether Wong Shee, as trustee and executrix, had power to divide the residue, personal estate, etc., of deceased; and as to who were the persons entitled to such, in what shares and proportions, and how the costs were to be borne.

Mr. Pollock stated that when the will was first laid before him he was doubtful as to a certain point in the translation. He found his doubt confirmed on investigation, and would call evidence to clear the matter up. Under the will the three sons, on coming of age, were to assist in the management of the business left by deceased. Counsel submitted that the word "management" was therein mistranslated. It meant that the three sons were to enjoy the business beneficially—not only to manage it.

Mr. Li Hong-Mi, Supreme Court Interpreter, and the court translator gave evidence in support of Mr. Pollock's contention.

Mr. Pollock pointed out that one of the sons, after attaining his majority, died, leaving a widow and infant son.

After further argument, the Chief Justice decreed that under the true construction of the

will the three sons were entitled to a beneficial interest of one-third of the estate upon attainment of full age; that administration of the estate should be taken for the infant son; that deceased son's share in leasehold in the Colony be divided, one-third to his widow and two-thirds to his infant son; that one-third share of the pure personality be divided according to the law of his domicile, i.e., China; that the costs of all parties as between solicitor and client be taxed and paid out of the estate.

A DISPUTED CONTRACT.

Yee Shun Hon Kee sued Ho Ping Yin and others to recover the sum of \$5,700 due for architects' certificates.

Mr. M. W. Slade, instructed by Mr. F. X. d'Almada e Castro, appeared for the plaintiff, the defendant being unrepresented.

The statement of claim showed that on March 28th a contract was entered into between plaintiffs and defendants whereby the former agreed to erect certain oil godowns at Taikoksui. Work was commenced, three architects' certificates being granted. One of these was paid for, but the remaining two, totalling the amount claimed, were still unpaid.

Mr. Slade said there was only one defendant in Court, and he consented to judgment.

The dissentients being proved partners in the firm, his Lordship delivered judgment and costs for the plaintiff.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

A DISPUTED BALANCE.

Ip Fat On, trading as the Mow Cheung, at Nos. 127 and 129 Upper Main Street, Kowloon, claimed from Ip Suh Kui, of No. 131 the same street the sum of \$1,000, being balance of a sum advanced by the plaintiff at the request of the defendant for the construction of the defendant's house.

Mr. Otto Kong Sing appeared for the plaintiff, and Mr. R. A. Harding for the defendant.

Mr. Kong Sing said the full amount due was \$1,360, but the plaintiff had waived \$360 in order to bring the claim within summary jurisdiction. The claim was partly for goods sold and delivered.

His Lordship said he thought it was a question of title, but apparently it was nothing of the sort.

Mr. Harding submitted that it was a question as to whether the money was paid by his or by his friend's client.

Mr. Kong Sing stated that in 1901 a piece of land was bought on behalf of the defendant, and paid for by the plaintiff. Subsequently a house was built upon this piece of land by the defendant, and the contract was paid for by the plaintiff at the request of the defendant. The defendant had repaid part of the sum owing, but there was still a balance of \$1,360 due, \$1,000 of which the plaintiff now claimed.

The plaintiff's books were produced, and he gave evidence. One book contained an entry to the effect that he had received so much on account of the amount in dispute. He denied making this entry, but said his son wrote it.

His Lordship—Is the writing on the other page yours?

Witness—Yes.

His Lordship—Then the entry in question is yours.

Witness—No. It is my son's.

His Lordship—Is your son here?

Witness—Yes.

His Lordship—Are you going to bring him up to tell as many stories as you are telling?

Witness—Yes.

His Lordship said the plaintiff probably thought he was going to get a share out of his father's estate, but when he found he did not, he decided to make this claim. As far as he had gone, no one could believe a word of what he said. The son would be useless to society if he were as big a liar as his Lordship supposed his father to be.

Plaintiff continued to contradict himself as to the writing of other entries in his books.

His Lordship—Chinese don't keep their books in that fashion.

Witness—I am not acquainted with my own laws (laughter).

His Lordship—You are acquainted with some of ours, I think.

A second witness was called to support the plaintiff's claim, but he stated that \$800 of the amount in dispute had been paid.

Mr. Harding, for the defence, submitted that the plaintiff had not made out a case. One of his own witness's showed that \$800 alleged to be owing had been paid. The credit for goods was also paid.

After hearing the evidence for the defence, his Lordship said he thought the plaintiff believed that he was going to get the house and land, when the decision of the Land Court ousted him. He did not believe a word of the plaintiff's story from beginning to end, and at one time thought of sending him to gaol, but that would not be much good. He hoped he would not see him again. There would be judgment for the defendant with costs.

Thursday, January 11th.

IN BANKRUPTCY.

BEFORE SIR FRANCIS PIGGOTT
(CHIEF JUSTICE).

THE MILLIONAIRE BANKRUPT.

Re Choy Chung Lee.

His Lordship delivered his decision regarding the release of this security. He said that on August 3rd a warrant was issued for the arrest of the bankrupt, who failed to appear at his public examination. The warrant was issued under section 34D of the Bankruptcy Ordinance. On August 4th it was suspended on the debtor finding security for his appearance in the sum of \$5,000. The bankrupt subsequently appeared and was examined, his public examination closing on December 14th. Mr. Goldring then applied for the release of the security, and the question arose as to whether the security in such circumstances was given for the benefit of creditors. It was unnecessary to decide that question. As a matter of fact, the debtor was now being prosecuted for an alleged offence under the Bankruptcy Ordinance, and it was said that his appearance was therefore guaranteed. That did not follow that security was given for his appearance in case he was wanted again in the bankruptcy proceedings. Until therefore, his appearance was no longer required, or guaranteed in some other manner, the security would stand.

WRONG PROCEDURE.

Re Wong Chung Kee *ex parte* Wing Fung and others.

Mr. P. W. Goldring (of Messrs Brutton, Hett and Goldring) appeared for the petitioning creditor.

His Lordship, in giving judgment, said—In this case there was a petition by six judgment creditors and there has been substituted service of the petition. The act of bankruptcy is stated to be under section 3, 1G. of the Bankruptcy Ordinance. This, in my opinion, is insufficient service of the bankruptcy notice. The section requires service on the debtor. The debtor in this case is a firm, and although it is for convenience called the bankruptcy of a firm it has been explained in *ex parte* main and other cases that there is no such thing in fact as a bankruptcy of a firm, but only the bankruptcy of the individual partners. So that the rule as to service of other documents on firms does not apply to this case. The bankruptcy notice must be served on the members of the firm as was in the case stated re Wenham. Attention was directed to section 6 (1) of the Ordinance which provides for the presentation of a petition against a firm in respect of an act of bankruptcy committed by any person having the control or management of the business of the firm. This is quite contrary to all the principles laid down in the series of cases ending with Charles A. Vogeler & Co., which decide that an act of bankruptcy is a personal act of the bankrupt; and though it is possible that an act of bankruptcy may be committed by an agent, the act can only be an act of bankruptcy if it is committed by authority of the debtor. Without making any further comment on the extraordinary provision of the law, I am of opinion that even as it stands it is no warrant for holding that an act of bankruptcy which consists in receiving a bankruptcy notice can be committed by the person having the control and management of the business of the firm. I do not know

what order would meet the case. In ordinary circumstances the petition would be dismissed, but I think I shall be right in giving you liberty to serve the bankruptcy notice afresh and put your procedure in order.

MOTION FOR HABEAS CORPUS.

In the matter of Yu Pun, and in the matter of Bankruptcy Ordinance 7 of 1891.

Mr. M. W. Slade, instructed by Mr. E. J. Grist (of Messrs. Wilkinson and Grist), moved that a writ of *Habeas Corpus* be directed to F. J. Badeley, Superintendent of Victoria Gaol, to bring up the body of Yu Pun before the Court immediately on the procedure of the writ. He said that on the motion his Lordship could either make an order for the writ to issue at once, or could make an order nisi wherein the question could be argued. In support of the motion an affidavit was filed by the prisoner in which he declared that he was committed to gaol under a warrant and had not been charged with any offence against the law. He was desirous that a writ of *Habeas Corpus* should issue in order that he might be brought before the Court. The material parts of the warrant annexed to the affidavit read:—"To F. Howell, an officer of the Supreme Court, and to F. J. Badeley, Superintendent of Victoria Gaol: Whereas by evidence taken on oath it has been made to appear to the satisfaction of the Court that there is probable reason for believing that Yu Pun, managing partner of the debtor firm, has committed an offence, these are therefore to require you, the said F. Howell and others, to take the said Yu Pun, and him safely to keep in the said prison until such time as this Court may order." In that warrant there were two very material objections in point of substance. In the first place the warrant did not state the cause of commitment. Mr. Slade referred his Lordship to section 1 E of the Bankruptcy Ordinance which read: "The Court may, by warrant, cause a debtor to be arrested if there is probable reason for believing that he has committed an offence under this Ordinance."

His Lordship—The warrant is badly drawn.

Mr. Slade—Yes, my Lord. It is a bad warrant. It is necessary for every warrant of commitment to truly state the ground of commitment.

His Lordship—The offence is committed under Section 82 (4).

Mr. Slade—Yes, but on the face of this warrant the Court could not come to any conclusion as to whether the prisoner's action amounted to an offence.

Continuing, Mr. Slade said his second point was that the warrant ordered the gaoler to keep the prisoner in prison until such time as the Court might order. He submitted that the Court had no power to make such an order. A time certain must be stated in a warrant of commitment. The words of the Ordinance were perfectly clear; they said that the Court must make the order as to time at the same time as it made the order for a prisoner's arrest. He did not think it reasonable that they could bear any other meaning.

His Lordship—The section provides for the warrant to be in force until the offence is prosecuted.

Mr. Slade—Not the warrant, my Lord.

His Lordship—I mean the words of the section. I don't see how the Court could make such an order.

Mr. Slade—I submit that this cannot mean that the Court can commit a man to gaol for an absolutely indefinite time, or until his creditors choose to move in the matter.

His Lordship—The section does seem very vague, but I don't see what other order the Court can make.

Mr. Slade—It can commit a man for one week. That gives sufficient time for creditors to consider whether they will institute a prosecution. If they do not do so within that time, the man should be discharged at once.

His Lordship—Other motions have been made recently for the release of debtors under such circumstances. I do not see my way to make an order for release, as it is practically an order on the Attorney-General.

Mr. Slade—Not an order on the Attorney-General. He simply acts on instructions laid before him. The delay which takes place in the prosecution of criminals does not occur in the Attorney-General's or the Crown Solicitor's

offices. People use that delay in order to put pressure on the prisoner or his friends.

His Lordship—That may be, but I provided for that in the last order I made by ordering that the solicitors should within a certain time lay their case before the Attorney General. But even that does not help you.

Mr. Slade—I argue on a definite point. The words of the section do not allow the Court to make an order like this. Supposing a poor friendless man is committed to gaol under such an order and it is left to solicitors and other people to say whether a prosecution shall take place; the solicitors don't hurry and the man has no right to come before the Court, therefore he is kept in gaol for an indefinite period. There can be no blame on the court unless a further application is made.

His Lordship—I quite agree with you on the theory, but I am not quite clear in practice how I could make an order except as I did in a previous case.

Mr. Slade—Your Lordship's powers to make orders are conferred by common law, equity and statute. There is no power in any of these which enables you to make such an order.

His Lordship—Unless the order was couched in these terms: "That the debtor be discharged unless the solicitors laid an offence before the law officers of the Crown within a certain period."

Mr. Slade—In all charges brought against a man at the Magistracy he must be charged within 24 hours, and a magistrate has no power to remand a prisoner for more than a week: so there is a direct statutory power to press on the promulgation of criminal charges while the man is in gaol.

His Lordship—There is no statutory power after a man is arrested as to the time when the charge must be presented.

Mr. Slade—Yes. Within 24 hours.

His Lordship—The Bankruptcy Ordinance rather departs from that, because it enables a warrant to be issued if there is reason to believe that a bankrupt has committed an offence. The peculiar circumstances of such Ordinance must be borne in mind. A man comes up for examination and makes certain statements from which it is considered that he has committed certain offences; not criminal, but offences against the state. Then after that there must be some period when the facts and other circumstances are gone into, and he is detained. Although I agree with your argument, I do not see a practical solution.

Mr. Slade—Well, my Lord, surely to put a limit of time would do. Give him another week, as they do at the Magistracy, or admit him to bail.

His Lordship—The peculiar circumstances of the Bankruptcy Ordinance are such that I have always refused bail.

Mr. Slade—With all due submission, I think that is a very arguable point, as by English law a man has a right to bail in all cases of misdemeanor, and this is only a misdemeanor. This section, I submit, cannot be taken to authorise imprisonment for anything more than a limited time, for a particular purpose to be expressed on the face of the warrant.

His Lordship—I quite appreciate your point.

Mr. Slade—I think I have shown two reasonably substantial grounds for argument on this question. Would your Lordship either order the writ when the whole question can be argued out finally on the returning of it, or will your Lordship make a rule nisi when the question can be argued?

His Lordship—I can make an order at once, or I can discharge the prisoner now if I am satisfied that the warrant is defective, but I suppose on the motion of the Official Receiver I could make another warrant.

Mr. Slade—If the man is discharged on a writ of *Habeas Corpus* on that warrant, he cannot be re-arrested on the same charge.

His Lordship—Could it be argued on the return of the writ of *Habeas Corpus* as to whether or not there was probable reason?

Mr. Slade—I am not sure.

His Lordship—That appears the most convenient course to me.

Mr. Slade—Going into the merits of the case, your Lordship ought to bind the Official Receiver to be prompt in these matters. A man might be in gaol three weeks or a month

before the Official Receiver made up his mind to proceed.

Mr. G. H. Wakeman, Official Receiver, submitted that the warrant was in order under section 85, and if his Lordship decided to discharge it he would ask for a fresh one.

His Lordship—Yes, I must discharge it. But before I make an order the question must be argued as to whether I have the power to issue a fresh one. I agree with Mr. Slade's points. A warrant must be drafted with some time specified.

Mr. Wakeman—The warrant was drawn according to statute.

His Lordship—Statutory forms are drafted in a careless manner, and when they have to be put straight they must be put straight.

Mr. Wakeman—It is quite clear that a fresh warrant could be issued if this one is discharged.

Mr. Slade—It is a very simple case.

His Lordship—The regular procedure would be that I should issue another warrant, and you could apply on *Habeas Corpus* for the discharge of that warrant.

Mr. Slade—But why should we be put to that expense?

His Lordship—Well, I cannot see why a new warrant cannot be issued.

Mr. Slade—24 hours, or 48 at the outside, is the time allowed to keep a man in gaol for a misdemeanor. This man has been in gaol for a week, whereas the creditors could have made up their minds to bring a charge in five minutes.

Mr. Wakeman—I was informed by the prisoner's solicitor that a motion for *Habeas Corpus* would be taken immediately the man was arrested; otherwise he would have been discharged within a day or two.

Mr. Slade—That may account for some delay, but it is a little hard on the man.

His Lordship—You don't allege the grounds on which you are going to apply for *Habeas Corpus*?

Mr. Slade—No; I don't know them. I would suggest that your Lordship make an order now discharging this warrant at 4 o'clock this afternoon.

His Lordship—If I discharge it I discharge it at once, and I think that will meet the justice of the case.

Mr. Wakeman—Will your Lordship allow me to issue a fresh warrant?

His Lordship—Why should you apply to the Bankruptcy Court? This warrant was only issued to protect you; now you don't want protection. You can prosecute at once.

Mr. Wakeman—I submit I have a right to apply for a fresh warrant.

His Lordship—I will discharge this warrant and issue a fresh one, which will please be drawn up carefully. The debtor will be kept in prison until four o'clock to-morrow.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

A QUESTION OF AMOUNT.

Lee Yee sued Tsang King, contractor, to recover \$90 for work done.

Mr. O. D. Thomson appeared for the plaintiff, and Mr. E. A. Bonner (of Messrs. Denny and Bowley) for the defendant.

Mr. Bonner said his client paid \$37.68, the amount he admitted owing, into court.

Mr. Thomson said the defendant was being sued as the executor of one, Chan Fat Kee. On December 7th he was the registered owner of house No. 308, Queen's Road West. On that day notice was served upon the occupier to reconstruct the main drain which ran along the rear of a considerable number of houses, the occupants of which all had to bear a portion of the amount necessary for reconstruction. The plaintiff asked a concubine of deceased if she would give him the contract to do her house; she agreed, and it was done at a cost of \$52—

His Lordship—How are you going to establish the deceased man's concubine as an agent binding him or his executors?

Mr. Thomson—The defendant is an executor of deceased, whose concubine gave an order and handed over to the plaintiff Sanitary Board notices addressed to the defendant.

His Lordship—But you cannot make the deceased's estate liable for her action.

Mr. Thomson—If I cannot succeed on the agreement I can succeed for work done.

His Lordship—Sue the woman; the contractor is not liable.

Mr. Thomson—But the defendant authorised her.

His Lordship—Suppose he gets into the box and says he knows nothing about it. Where are you?

Mr. Thomson—He admits the cause of action by paying money into court.

After further argument, his Lordship recommended that the matter be referred to the Registrar to report as to the amount of work done.

CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

The report for presentation to the shareholders at the ninth ordinary general meeting to be held at the office of the General Managers on Saturday, January 20, is as follows:

Annexed we have the pleasure to lay before shareholders a statement of accounts made up to December, 31st 1905.

The gross earnings for the past year amount to \$131,721.22, and after deducting all expenses, remuneration to general managers, consulting committee's and auditors' fees, there remains a balance of \$104,791.73, which it is recommended be appropriated as follows, viz.:

To place to reserve fund	\$20,000.00
To pay a dividend of 8 per cent.	80,000.00
To carry forward to the credit of next year's account	4,791.73

Consulting Committee.—Mr. Chan Tung Shang, having left the Colony, does not seek re-election. In accordance with the Articles of Association, Messrs. J. S. Van Buren, Chow Hing Kee, Dr. J. W. Noble and H. P. White retire, but offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. A. O'D. Gourdin and W. H. Potts, who are recommended for re-election.

SHEWAN TOMES & CO.

General Managers

The accounts for the year 1905 are as under:

PROFIT AND LOSS.	
Charges	\$ 6,246.66
Consulting Committee fees	4,000.00
Auditors' fees	200.00
Balance	104,791.73

	\$115,238.39
Balance brought forward from last year	1,581.29

Interest received on mortgages, loans, &c.	\$131,721.22
Less interest paid, commission, &c., &c.	19,000.12
	112,721.10

Unclaimed dividends written off	986.00
	\$115,238.39

BALANCE SHEET.

LIABILITIES.	
Capital 200,000 shares at \$10	\$2,000,000.00
Less 100,000.00 shares unissued	1,000,000.00
	1,000,000.00

Reserve fund	80,000.00
Sundry creditors	14,906.06
Company's bankers	129,996.96
Balance of profit and loss	104,791.73

	\$1,329,694.75
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ASSETS.	
Loans on provident system	\$736,798.95
On mortgages, shares, &c.	492,468.65
	1,229,267.60

Investment of reserve fund 2,025 shares Green Island Cement Co., Ltd., at \$28.	\$56,700.00
2,500 shares China Light Power Co., Ltd., at \$9.	22,500.00
	79,200.00

Sundry debtors	17,895.62
Cash	3,391.53

	\$1,329,694.75
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The Indo-China Steam Navigation Company's new coasting steamer *Koonshing* arrived at Shanghai from Iloilo on Jan. 4. She was built by Messrs. Hall, Russell and Co., of Aberdeen, and is intended for the Shanghai-Tientsin run. She has beautifully fitted state-rooms, saloon, and smoke rooms, and has a speed of 13 knots, her net registered tonnage being 1,333. On Oct. 9 last year she left Hamburg for the Philippine Islands, where she loaded a cargo of sugar for Shanghai.

CANTON.

[FROM OUR CORRESPONDENT.]

January 5.

CHINESE STRATEGICAL BUREAU.

The inauguration of the new Government department on the premises formerly occupied by the governor, and now called the Kwangtung military yamen, took place on the 3rd instant and was attended by many high civil and military officials. The object of this department is to study all questions connected with military affairs. It undertakes the establishment of fortifications, recruiting, army organisation, transportation, commissariat, etc., so as to bring military affairs to a modern standard.

THE OFFICIAL POINT OF VIEW.

Chung-chi, who was appointed to the post of sub-prefect of Linchow, has petitioned the Viceroy to cancel his nomination, as he is too ill to start for his sub-prefecture. It is reported that the Viceroy has granted his request. The general belief, however, is that Chung was afraid of taking up the appointment at this juncture, as the indemnity has not been paid over yet. There is every likelihood that the local official will be instructed to raise the necessary funds and Chung has deemed it prudent to leave the thankless task to somebody else.

SUGGESTIVE VICEREGAL ORDERS.

It will be remembered that on November 23 a tragedy was enacted in the military college at Whampoa whereby a Japanese military surgeon was shot by one of his countrymen. The murderer was subsequently arrested by Colonel Yang on board the Macao steamer and sent to Japan for trial. The Viceroy, referring to this matter praised Colonel Yang's prompt action, and remarked that had the same promptitude been displayed in the case of the murder of Ho Tsoi-yin the affair would not have been settled by a mere insignificant fine. The Viceroy now instructs all the responsible officials to be more diligent in the future and that should any European commit a crime in the interior, no matter whether the victim is European or Chinese, the culprit should be arrested at once and vigilantly guarded. No torture of any description whatever will be applied to such prisoners. The matter will be reported to the nearest treaty-port Consul and to the Viceroy, so that joint investigation into the matter may be made at once. The officials are instructed to act with prudence, so as to avoid wrongful arrests. Should the offender take refuge on board a foreign vessel the Captain must be appealed to to surrender the prisoner; no braves shall be dispatched on board. If the culprit is in hiding in a foreign Concession, the Consul must be appealed to to obtain the man's arrest.

January 6.

MARKET FOR CANT N.

It is reported that a Chinese merchant has applied for permission to build a modern market similar to those in existence in Hongkong, near the Kun Yam bridge in the western suburbs of Canton. The building is expected to cost about \$100,000. It is thought that the scheme will be a successful one and that it is bound to be remunerative.

TO IMPROVE THE PAPER INDUSTRY.

I reported some time ago that Viceroy Shum had telegraphed to America instructing a student, Chan-Kam-To, who has just graduated in that country, to return to Canton. The student was subsequently told to come back via Germany, the Viceroy wishing him to study the paper manufacturing process in Germany so as to improve the local industry. Chan is expected to be here in the beginning of the Chinese year. The paper business here is entirely in the hands of the Germans and it is very doubtful if German paper manufacturers will supply information that is likely to be of any use to the Chinese. Italy also supplies certain qualities of paper to China. Most foreigners are ignorant of the fact that the red paper so commonly used in China for cards and other purposes is imported from Europe and stained its vermilion colour in China. Those two countries are certainly not going to offer China the knife that is to cut their own throats.

The Japanese have given the Germans the opportunity of learning the danger of showing too much to this class of visitor.

Jan. 8th.

SUBMERGED RICE LANDS.

It is rumoured that several mow of rice fields have recently sunk considerably in the neighbourhood of Tai-Nam-Sha, in the Shun-tak district. Fortunately the rice harvest is over, otherwise a number of farmers would have suffered. A similar occurrence was reported in August, during the Macao earthquake scare. Shameen has also sunk considerably of late, and on the Canal side of the concession as much as one foot of sand was required to bring the ground to its original level.

CHINESE STUDENTS IN JAPAN.

Owing to the dissatisfaction expressed by the Chinese students in Japan with reference to the new regulations enforced by the Japanese Government, following which over 2,000 scholars have abandoned their studies and returned to China, Viceroy Shum has decided to send Taotai Chou-Wing-cho to Japan on a mission of investigation to find out the real cause of the trouble. As soon as the Viceroy receives his report he will communicate same to the Waiwupu and will request that Board to settle the matter with the Japanese Government. The Viceroy has decided to take this step, as the majority of the scholars are Cantonese.

CANTON RECLAMATION WORKS.

The reclamation of the Canton Praya has been going on now for three years but is far from being completed. The Viceroy has now appointed Ting-Ping-Lam, Chan-Koi-Yam and Sit-Yung-Nin to look after this department, and has instructed them to complete the work within six months. The Commissioner of Customs has recommended a European architect to Viceroy Shum, who wishes this work to be carried out under the same conditions as such works are done in Hongkong.

January 9th.

NEW YEAR FIRES.

The settlement of accounts at the closing of Chinese New Year is responsible for most of the conflagrations that occur here at this time of the year. There is no other reason why fires should be more frequent in winter than in summer, as the Chinese do not use any form of heating apparatus whatsoever. On the 7th inst, at midnight, a fire occurred in Chuk-wan-sha and two houses were burned. This having been a bad year, lamps will be encouraged to explode and fires will no doubt be numerous this season.

A QUEER PRANK.

A curious affair has just occurred in the To-Kong village. A quarrel recently arose between villagers and a man surnamed Lan was killed by another surnamed Leung and his followers, on the 7th inst. The Poon-Yu Magistrate sent out his deputies to investigate the matter. A band of robbers hearing of the affair impersonated the officials and under pretext of carrying on their investigations ransacked four houses belonging to the Leung clan. The real officials arrived on the scene after the departure of the robbers and were badly handled by the villagers, who disarmed their escort and threw the deputy in prison. Matters were soon explained, however, and the party were subsequently released. Chinese robbers are not devoid of humour and are always ready to play all manner of tricks on their hereditary enemies, the officials.

CANTON WATER-POLICE.

This service is being rapidly organised, and it is reported that it will soon be provided with thirteen launches.

LIKIN REVENUE COLLECTORS ALERT.

The head of the Canton Likin Bureau has issued instructions to his subordinates to discover and record the number of foreign firms in the city and to report the names of the firms that carry on business under a foreign name with Chinese capital, so that the Board might deal with the latter to put a stop to such practices.

IMPORTANT SEIZURE OF OPIUM.

A few days ago an important seizure of opium was made on board the Macao steamer *Kwangtung*. The Custom officers discovered 300 tins of opium and have confiscated the lot.

BIG CHINESE SPORTS MEETING.

Forty-seven colleges and schools will send their scholars to participate in the sports that are to be held on the 10th and 11th inst, at the East Gate Parade Ground. Military surgeons and the ambulance corps will be present to attend the injured, if any. Each college will have its flag hoisted on the grounds. A great crowd is expected to assemble there, and police precautions are being taken to prevent any disturbance occurring during the sports.

THE TEACHING OF HYGIENE.

EXAMINATIONS IN HONGKONG.

It will be remembered that early in the past year a manual on hygiene was published by the Government, and the subject was made compulsory in all Government and Grant Schools. His Excellency the Governor kindly offered prizes of \$100, \$50 and \$25 to the three best competitors in Standards VII. and VI.; he also offered a shield as a trophy to be held for one year by that school which should send up the best team of 10 competitors out of its lower standards V., IV. and III. Both examinations were held at the beginning of December and the results are now made public.

At the examination on the advanced course out of 79 competitors the following are prize winners:—

- 1st, N.T. Ezra, of St. Joseph's College.
 - 2nd, W. Drude, of the Diocesan Home and Orphanage.
 - 3 { Enriquetta Felices, of the Italian Convent.
 - { Hung In-oh, of Queen's College.
- In the team competition 10 teams numbering 98 boys and girls competed. The shield was won by Queen's College with 239 marks.
- The other schools in order of merit were:—
- | | |
|--------------------------------|--------------------------|
| 2. St. Joseph's College | 227 marks. |
| 3. Italian Convent | 224 " |
| 4. Wansai District School | 218 " |
| 5. Belilos Public School | 214 " |
| 6. Diocesan School for Girls | 205 " |
| 7. Diocesan Home and Orphanage | 195 " |
| 8. Ellis Kadoorie School | 188 " |
| 9. Cathedral School | 146 (8 competitors only) |

10. Yau-mati District School ... 165 "

His Excellency also offered prizes of \$15 and \$10 for the two best papers in the winning team, and these fell to Robert Eastlake and Ip U-pak.

A CHINESE MILITARY "REFORM."

AIR-GUNS FOR THE TROOPS.

The native notes writer of the *N.-C. Daily News* understands that as "a concession to the new order of things" it is intended to substitute air guns for the ancient bow and arrow used in the competitions for military degrees amongst Manchu Bannermen. The reason for choosing the air gun instead of the usual rifle at these military examinations, it is stated, is because firearms are not permitted to be fired within the sacred precincts of the Imperial palaces, "lest the sounds of rifle firing disturb the serenity and repose of the Imperial occupants." Hence the choice of the air gun and the fact that these Bannermen competitions are held on the grounds within the Palace precincts, at which functions the Emperor himself is usually expected to preside. The real reason for the prohibition of firearms is to prevent anyone absent-mindedly pointing his loaded weapon in the direction of his Sovereign, sitting some two hundred yards away, and unwittingly causing a vacancy on the Dragon Throne.

CANTON STEAMER AGROUND.

The Canton river steamer *San Cheung* went aground on January 11th during the dense fog that enveloped the river, but nothing serious occurred and she got off a few hours later.

The *San Cheung* was on her journey from Canton, and when nearing the Capsimun Pass she had proceeded dead slow, but even with that precaution she grounded on a mud bank, where she remained for about three hours. By that time the tide had risen and she came off without any assistance and without receiving any damage. The vessel resumed her run as usual last night.

CORRESPONDENCE.

BLAKE GARDENS: A CONTRAST.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Those of us who remember the terribly distressing times experienced during the plague seasons of 1894-5 cannot but admire the very beneficial change which has taken place in the once terror-stricken Tai-ping-shan district, where the fell disease for days and days together claimed its victims by many a score. From a labyrinth of densely packed hovels, approached by almost inaccessible courts and alleys, jumbled together without the least regard to hygienic conditions such as ventilation, light and drainage, we have now the Blake Gardens covering an area of resumed properties which had to be levelled to the ground on account of their insanitary condition. From poverty, dirt and darkness we now have comfort, if not actual pleasure, pure air and sunshine for all who like to avail themselves of it. In every direction the landscape from the Gardens is pleasing.

Leaving this bright spot and taking the nearest cut to the Queen's Road West, which is only a stone's throw away, the contrast suddenly becomes odious in the extreme. We are at once back in the only remnant left of plague-stricken Tai-ping-shan of 1894-5, where everything seems to be the same as it was ten years ago (except perhaps that the number of the native gay-houses has greatly increased). That such a state of things can exist for long should be impossible and it is gratifying to learn that steps are being taken which will very soon change the present condition of this neighbourhood to a much more healthy one.

The great benefit which has followed the resumption of the large area in the district of Tai-ping-shan has so far told a wonderful tale in the health records of the neighbourhood, and now that the Chinese New Year's festival is approaching it might be well if the Government kept a vigilant look-out on this last remnant of 1894-5, especially if the festival week should prove to be of a cold, damp, foggy atmosphere.—Your truly,

SPECTATOR.

ACCOMMODATION ON THE PEAK TRAMWAY.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—There are many local discomforts in the Colony about which one hears many expressions of discontent but which are not remedied owing to the failure to bring to more public notice through the medium of the press.

During the present cold weather-dissatisfaction at the arrangements made by the Hongkong High Level Tramways Company for the convenience and comfort of its passengers is more pronounced than usual. The arrangements made by public companies nowadays are generally designed to give to the travelling public a maximum of ease and luxury instead of, as in this case, a minimum. The passenger waiting at the upper station for a car finds the whole accommodation consists of wooden benches to sit down on protected from wind and rain by a narrow roof which is practically useless for the purpose. Surely, considering the high percentage of profit made by the Company a small sum might be set upon one side to provide accommodation for those meeting the cars or travelling by them. Observe the lower station too. The principal convenience that meets the eye, besides a couple of benches and a clock, is a coolie shelter in which these favoured Chinese souls can rest or take shelter from the weather, such as we have now, or from the sun which in its proper season appears to devote most of its power to this particular part of Hongkong.

The greatest sufferers from the lack of accommodation at the present time are those whose pleasure or duty necessitates a journey up or down the Peak at night-time. Ladies are to be seen shivering in the fog and cutting wind at the upper Station, whose peculiar construction acts like a funnel to the wind, with the result that hair becomes dishevelled, dresses suffer and ordinary evening cloaks prove quite

inadequate to keep the cold from shoulders, arms and necks.

But it is not only the residents who require attention; I would refer to the whole travelling public and more especially to those who land from ships of all kinds to observe the beauties of Hongkong. Very few miss the opportunity of ascending the Peak by tram, and these form and express their opinion of our Colony from what they see ashore here. It is needless to point out that the impression created in the mind of the stranger is that, from our local accommodation for travellers, it is evident our Colony is not very progressive, seeing that apparently residents are under the impression that what looked well and seemed fitting, say, twenty years ago does not look ill and unsuitable to-day.

The financial position of the Company does not appear to warrant any niggardliness, and it is sincerely hoped an effort will shortly be made to remove an outward and visible sign of poverty and neglect quite apart from the appearance of ignoring the wishes and comfort of its patrons. It is possible that it may be urged that lack of space at disposal of the Company enforces lack of accommodation. There is an old saying that "where there's a will, there's a way," and in this case once a will upon the subject is expressed on the part of the Hongkong High Level Tramway Company there will be many capable of finding out the way for them should they require advice.—Yours truly,

A REGULAR PASSENGER.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, January 10th.

SIR,—“A Regular Passenger's” communication, which appears in to-day's issue of your esteemed paper, on the above, is certainly not untimely. There is not the slightest doubt that the said communication expresses the feelings of everyone using the trams, more especially of those who live at “The Peak”; and I venture to compliment “A Regular Passenger” upon his ability as a weather expert to have made arrangements for the “airing” of his feelings in the matter on such an appropriate morning as this morning was. He evidently wanted to make sure that his grievance would be appreciated by even the most recent arrivals to our “beautiful island,” whose scenery as yet to them is likely to be considered an adequate compensation for any and all what at their present stage they might be inclined to call—minor trifles.

While all the stations en route suffer from the same inconveniences, still, I think that, if put to a vote, there would be an overwhelming majority for any improvements that might be forthcoming to be devoted to the upper terminus first.

Everyone knows that the High Level Tramways is one of the best, if not the best, of local investments, and I think it might be urged in all fairness that there should be some consideration for those whose patronage help to make it such.

With reference to the lack of space which “A Regular Passenger” says might be put forward as the reason for insufficient accommodation, I do not think that such a reason could stand, viewed from an unbiased and practical standpoint.

At the lower station I think that if the room which has the telephone in it was converted into a waiting-room, with windows looking on to the station, it would be more useful and certainly more appreciated than it is at present. Half the passengers do not know, I feel sure, whether it is a room for passengers' use or whether it is a private room for the use of the “staff.”

At the upper station, I submit the following as a practical suggestion, and one which would not involve a considerable outlay—which fact I take it would go a long way if ever the subject should be discussed by the management—that a portion, if only one room of the many of the station premises now used as residential chambers for bachelors, might be devoted to a waiting-room, which would be greatly appreciated at this season of the year, especially by ladies at night time, whose social obligations take them to the lower levels, when having

had to stand on the upper station, attired according to, and, may I say, victims of, the vagaries of Dame Fashion, not only has it made them uncomfortable and in a measure spoilt their evening's enjoyment as well as their clothes, but probably been responsible for a doctor's call a day or so afterwards.

It might be argued that the above quarters are provided by the Company as accommodation for the officer in charge of the working department of the line, but such being the case, if there is sufficient room for five or six lodgers beside such officers—and I think without committing myself I can say I have known of five other people living on the premises at the same time—it is obvious that the Company's servants are being lavishly provided for at the expense of their patrons' comfort.

If the residential chambers are of any great source of revenue to the shareholders, it might be regarded as a drawback calculated to depreciate the dividends, by asking that a part of such chambers be converted into a waiting room, but, as I understand it does not affect the Company's source of income whatever—being quite a private matter—I think the request might easily be acceded.

Thanking you for the publication and enclosing my card.

“ANOTHER REGULAR PASSENGER.”

HONGKONG DANCES.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—It has been my good fortune to attend several of the balls held recently in the Colony, and it has occurred to me that the pleasures of the evening would have been greatly enhanced if, when one took part in a square dance, one had some idea of the movements which would find favour in the eyes of the set with which one is for the time associated. There are so many conflicting styles adopted that the effect is at times very embarrassing. What I mean will be more apparent when I tell you that at a recent ball I saw the Caledonians danced with three or four variations, and differences, quite as numerous, were seen in the more universal Lancers. (One can understand the cause of all these differences—with people drawn from all parts of the Empire it could not well be otherwise—but it has seemed to me that some uniformity might be attained if an efficient master of ceremonies were appointed. He might require payment, but the promoters would be amply compensated for the extra expense by securing the greater enjoyment of their guests. The M.C., after an arrangement with the committee, would call out the figures, and give the usual directions, such as are given at similar assemblies in some parts of the old country.—Yours truly,

GOWAN.

THE DEATH RATE: LOWEST IN 1904.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—I regret to find that owing to a small error in the calculation of the total Chinese deaths, our general death-rate for 1905 was 17.4 per 1,000, instead of 16.7 as stated in my speech yesterday. Therefore, 1904, with its general death-rate of 16.9, remains the lowest on record for the present. The rate for Chinese taken separately was 17.4, and for non-Chinese 17.5.—Faithfully yours,

FRANCIS CLARK.

PUBLIC DANCES IN HONGKONG.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—Referring to the letter in the *Daily Press* to-day over the signature of “Gowan,” suggesting the advisability of appointing an M. C. to give directions at our public dances, it occurs to me to suggest that the idea is an excellent one for practice dances, such as are usually arranged by the St. Andrew's Society. My purpose in writing, however, is to ask whether the Committee in charge of the arrangements for St. George's Ball intend holding any practice dances in the City Hall. If not, I am sure an early publication of the dance programme in the press

would be much appreciated by those who have been invited to the ball.—Yours,
TERPSICHOE.

THE MACAO BAZAAR.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—According to the decision of the meeting at which the accounts of the bazaar of September 30th and October 1st, 1905, for the benefit of the Schools of St. Francis Xavier, were approved, the receipts were \$2,195.86 and the expenses \$362.62, leaving \$1,832.74 clear. This statement was delayed until replies came from Timor.

The prizes offered for this charitable object numbered 3,254. Other prizes were bought for \$135.10 on the supposition that all the one dollar and the ten cent tickets had been bought up, so that many prizes remained over which will be made use of for the same object when a fit occasion offers.

The co-operation of the excursionists from Hongkong, who are wont to add to the splendour of these bazaars, was greatly missed; but we are aware that they did not come on account of the bad weather, and chiefly because they were anxious to be present at the consecration of the new bishop, and in this they are worthy of praise.

The different committees of the bazaar are very much obliged for the kind help received, and they wish to express their thanks to all. The Reverend Director of the above-mentioned schools has furnished us with the results of the bazaar and wishes us to record in this place his profound gratitude to all who so generously took part in this work of beneficence.

He wishes especially to thank His Excellency the Governor, Sir Martinho Pinto de Queiroz Montenegro for his great kindness in giving his help and patronage; the charity and zeal of all the well-deserving committees; the good help of the press; the devotedness of the esteemed band of the "Guarda Policial," and the generosity of the ladies and gentlemen who helped in a particular manner and whose names we omit in order not to offend their modesty.—Yours truly,

ADRIANO DE SOUSA GOMES.
(PROMOTER).

THE PEAK TRAMWAY STATION.

TIME: 7.21 p.m., JANUARY, 1906.

Lady in light evening opera cloak over light evening dress is deposited at the entrance of the Upper Level Station by shivering chair coolies. Husband, who has walked on ahead, helps her out with that care and dutiful consideration which indicates fear rather than conjugal devotion.

HUSBAND (with nervous anxiety): "Ah, my love, here we are. Just missed the car though! My fault, dear? Well I like that! Here have I been waiting over twenty minutes"—(suddenly remembers that fifteen have been spent at a hospitable bar in the neighbourhood, and switches off to new ground with diplomatic caution.)—"Never mind, though! Bit cold just here at the entrance—come along catch the twenty-to-eight car. Phew!" (As his hat blows off and proceeds aërially into the midst of the chair-coolies on the other side of the road.) "This Station's like a blessed funnel!" (Runs across, recovers his hat and trudges back holding it on with both hands to find his wife almost in extremis as her petticoats, skirt, a wreath, opera-mantle, back-hair and necessary feminine ornaments are displaying a violent desire to take flight in the direction from which the hat has just returned.) "Devilish funny!" chuckles the husband, bearing down upon his wrecking consort.

"Hold me down, George!" hisses angrily the partner of his joys (not sorrows, of course), as the wind gives another ominous wrench at the assorted millinery.

"Certainly, love!" says the husband, struggling with all his might. "Here we are at last!" as the lady subsides, a mere bundle of disordered clothes, on one of the benches provided for the accommodation of passengers.

"Yes, here you are, I daresay!" replies the wife acidly: "But the question is, am I all here? I feel I'm nearly blown inside

out, let alone the cold out here. Isn't there anywhere we can go to get away from the wind?"

HUSBAND (meekly): "Only the Peak Hotel Bar, my love!"

WIFE: "Don't be a fool, George! Why isn't there a proper place for ladies the same as all other stations have? Why don't you write to the papers like a man and mention the scandalous state of affairs? Fact is you're frightened of everybody in the Colony! I said before we started I didn't want to go out to-night! What's that? Official dinner and can't refuse? No one 'nd insist on our dining if they knew the state of this station here. Now it's coming on to rain! D'you hear, George, it's raining! What are you going to do?"

HUSBAND: "Dem it!"
(Both stand in misery, moisture and mud until car arrives. Both jump in eagerly.)

WIFE (calmer as she takes her seat): "Do I look alright, dad? Is my nose red? How does my back look?"

HUSBAND (suppressing the truth as to the nose question): "Oh, you look all square! But, that infernal seat's left a pretty good patch of dirt on your back!"

Fortunately at this moment another pair of would-be official roysterers are observed blowing into the Station. This, to say the least of it, is consoling, and the first couple enjoy the spectacle immensely, especially as both new arrivals are evidently "giving it" one another like one o'clock.

FIRST HUSBAND to SECOND HUSBAND: "Beastly hole, isn't it? Why, what's come to your umbrella, man?"

SECOND HUSBAND: Lord knows, old chap. I've got the stick and handle. Rest of it's up by Bishop's Lodge by this time! Spoils one's evening coming into this place, doesn't it? Been rather looking forward to to-night. Always do myself well at official dinners; but really, the way this place here makes the Missis growl spoils the whole evening. The fact of the matter is there ought to be proper accommodation here! The—ba—Company is in funds all right; and hum—the passenger has a right to be hum, ha!—properly accommodated and protected. I shall use my in— (here the car starts downward and much useful information is lost in the night!)

Two sailors ineffectually attempt to board the car whilst in motion and, failing, turn indignantly to another unfortunate gentleman within ten minutes to wait.

SAILOR: "Where's the first-class waiting-room, governor? There aint none? Well I never! Bitter cold—and wet, too. Well I aint come up 'ere to ketch my death o'cold. Come on, Bill, let's go up to the bar and spend a fortin in liquor. 'Most froze, I 'am; 'ow d'you feel?"

BILL: "Blighting miserable!" (Both leave unfortunate gentleman in a fit of coughing.)

["Ancient Scout" who contributes the foregoing, remarks:—The miseries of travel on the Peak Railway are attracting the attention of the public. See letter in *Daily Press* of 10th January, 1906, and compare with public opinion and conversation; or, better still, as the bulk of Colonial scandal and news is to be heard in the Peak Trams, take a journey up and form an opinion for yourself.]

THE LATE MR. H. ROSE.

Much regret has been felt at the death of Mr. Herbert Rose, late of Messrs Samuel Samuel and Co., Taipeh, which took place at the Government Civil Hospital on Jan. 7th. Deceased, though only middle aged, had had quite a long Eastern experience, having been many years in China and Japan. He was an accomplished Japanese scholar, and his residence in Formosa for about three years brought him into close connection with Japanese officials. He only left that island in the spring of last year for home. After remaining a considerable time in London mostly in business, he returned here. Malaria attacked him very severely, and he went to Japan to recuperate, but coming back to Hongkong he found himself compelled to enter the Government Civil Hospital, where he had a fit and expired without recovering consciousness.

Of an amiable disposition, the late Mr. Rose gathered round him a large circle of friends. His loss will be keenly felt by many in Hongkong, where in business circles he was held in great respect and where his social qualities were greatly appreciated. He was an enthusiastic sportsman and owned a number of racing ponies.

SILVER & EXCHANGE IN 1905.

Mr. Th. Christiani's Review of Exchange Bar Silver and Bank Rate of Discount, for 1905, is as follows, and will doubtless be fully appreciated as usual:—

HIGHEST AND LOWEST.

Months.	T.	T.	Bar Silver.	Bank	
				Rate of	Discount.
January ...	2/0 $\frac{1}{2}$	1/11 $\frac{1}{2}$	28 $\frac{1}{2}$	27 $\frac{1}{2}$	3 3
February ...	1/11 $\frac{1}{2}$	1/10 $\frac{1}{2}$	28 $\frac{1}{2}$	27 $\frac{1}{2}$	3 3
March ...	1/10 $\frac{1}{2}$	1/10 $\frac{1}{2}$	27 $\frac{1}{2}$	25 $\frac{1}{2}$	3 2 $\frac{1}{2}$
April ...	1/10 $\frac{1}{2}$	1/9 $\frac{1}{2}$	26 $\frac{1}{2}$	25 $\frac{1}{2}$	2 $\frac{1}{2}$ 2 $\frac{1}{2}$
May ...	1/10 $\frac{1}{2}$	1/10 $\frac{1}{2}$	27 $\frac{1}{2}$	26 $\frac{1}{2}$	2 $\frac{1}{2}$ 2 $\frac{1}{2}$
June ...	1/1 $\frac{1}{2}$	1/10 $\frac{1}{2}$	27 $\frac{1}{2}$	26 $\frac{1}{2}$	2 $\frac{1}{2}$ 2 $\frac{1}{2}$
July ...	1/10 $\frac{1}{2}$	1/10 $\frac{1}{2}$	27 $\frac{1}{2}$	26 $\frac{1}{2}$	2 $\frac{1}{2}$ 2 $\frac{1}{2}$
August ...	1/11 $\frac{1}{2}$	1/10 $\frac{1}{2}$	28 $\frac{1}{2}$	27 $\frac{1}{2}$	2 $\frac{1}{2}$ 2 $\frac{1}{2}$
September ...	1/11 $\frac{1}{2}$	1/10 $\frac{1}{2}$	28 $\frac{1}{2}$	27 $\frac{1}{2}$	3 2 $\frac{1}{2}$
October ...	1/11 $\frac{1}{2}$	1/11 $\frac{1}{2}$	28 $\frac{1}{2}$	28	4 4
November ...	2/1	1/11 $\frac{1}{2}$	30 $\frac{1}{2}$	28 $\frac{1}{2}$	4 4
December ...	2/1	2/0 $\frac{1}{2}$	30 $\frac{1}{2}$	29 $\frac{1}{2}$	4 4

Average Rates of T. T. in Hongkong
(Approximate)

FOR THE

Month.	Quarter.	Half year.	For the year 1905.
January ...	1/11 $\frac{1}{2}$		
February ...	1/11 $\frac{1}{2}$		
March ...	1/10 $\frac{1}{2}$	1/11 $\frac{1}{2}$	
April ...	1/10 $\frac{1}{2}$		
May ...	1/10 $\frac{1}{2}$		
June ...	1/10 $\frac{1}{2}$	1/10 $\frac{1}{2}$	1/11 $\frac{1}{2}$
July ...	1/1 $\frac{1}{2}$		
August ...	1/10 $\frac{1}{2}$		
September ...	1/10 $\frac{1}{2}$	1/11 $\frac{1}{2}$	
October ...	1/11 $\frac{1}{2}$		
November ...	2/0 $\frac{1}{2}$	2/0 $\frac{1}{2}$	
December ...	2/0 $\frac{1}{2}$		

Memo:—Rates, highest—27/29th November; lowest—7th April. Silver, highest—29/30th November and 1, 15, 16, 18, 21, 22, December; lowest—7th and 8th April. Average T.T. rate for the year 1904=1/10, being a rise of about 5 $\frac{1}{2}$ per cent. T.T. rate on 31st December, 1904=1/11 $\frac{1}{2}$ and T.T. rate on 31st December, 1905=2/0 $\frac{1}{2}$, being a rise of about 4 $\frac{1}{2}$ per cent.

Table showing the highest and lowest prices of Bar Silver in London, rates of exchange in Hongkong, and Bank of England rates of discount, for the years 1877 to 1905:—

	Bar Silver in London.		Exchange in Hongkong.		Bank rate of discount in London.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
1877 ...	58 $\frac{1}{2}$	53 $\frac{1}{2}$	4/3 $\frac{1}{2}$	3/9 $\frac{1}{2}$	5	2
1878 ...	55 $\frac{1}{2}$	49 $\frac{1}{2}$	3/11	3/5	6	2
1879 ...	53 $\frac{1}{2}$	48 $\frac{1}{2}$	4/1 $\frac{1}{2}$	3/5 $\frac{1}{2}$	5	2
1880 ...	52 $\frac{1}{2}$	51 $\frac{1}{2}$	4/0 $\frac{1}{2}$	3/7 $\frac{1}{2}$	3	2 $\frac{1}{2}$
1881 ...	53	50 $\frac{1}{2}$	3/9 $\frac{1}{2}$	3/7 $\frac{1}{2}$	5	2 $\frac{1}{2}$
1882 ...	52 $\frac{1}{2}$	50	3/9 $\frac{1}{2}$	3/6 $\frac{1}{2}$	6	3
1883 ...	51 $\frac{1}{2}$	50 $\frac{1}{2}$	3/8 $\frac{1}{2}$	3/7	5	3
1884 ...	51 $\frac{1}{2}$	49 $\frac{1}{2}$	3/8 $\frac{1}{2}$	3/6 $\frac{1}{2}$	5	2
1885 ...	50	46 $\frac{1}{2}$	3/7	3/3 $\frac{1}{2}$	5	2
1886 ...	47	42	3/4 $\frac{1}{2}$	2/11 $\frac{1}{2}$	5	2
1887 ...	47 $\frac{1}{2}$	43 $\frac{1}{2}$	3/4 $\frac{1}{2}$	3/0 $\frac{1}{2}$	5	2
1888 ...	44 $\frac{1}{2}$	41 $\frac{1}{2}$	3/1 $\frac{1}{2}$	2/11 $\frac{1}{2}$	5	2
1889 ...	44 $\frac{1}{2}$	41 $\frac{1}{2}$	3/2 $\frac{1}{2}$	2/11 $\frac{1}{2}$	6	2 $\frac{1}{2}$
1890 ...	54 $\frac{1}{2}$	43 $\frac{1}{2}$	3/10 $\frac{1}{2}$	3/0 $\frac{1}{2}$	6	3
1891 ...	48 $\frac{1}{2}$	43 $\frac{1}{2}$	3/5	3/0 $\frac{1}{2}$	5	2 $\frac{1}{2}$
1892 ...	43 $\frac{1}{2}$	37 $\frac{1}{2}$	3/0 $\frac{1}{2}$	2/8 $\frac{1}{2}$	3 $\frac{1}{2}$	2
1893 ...	38 $\frac{1}{2}$	30 $\frac{1}{2}$	2/8 $\frac{1}{2}$	2/2 $\frac{1}{2}$	5	2 $\frac{1}{2}$
1894 ...	31 $\frac{1}{2}$	27	2/3 $\frac{1}{2}$	1/11 $\frac{1}{2}$	3	2
1895 ...	31 $\frac{1}{2}$	27 $\frac{1}{2}$	2/2 $\frac{1}{2}$	1/11 $\frac{1}{2}$	2	2
1896 ...	31 $\frac{1}{2}$	29 $\frac{1}{2}$	2/2 $\frac{1}{2}$	2/1 $\frac{1}{2}$	4	2
1897 ...	29 $\frac{1}{2}$	23 $\frac{1}{2}$	2/1 $\frac{1}{2}$	1/9 $\frac{1}{2}$	4	2
1898 ...	23 $\frac{1}{2}$	25	1/11 $\frac{1}{2}$	1/9 $\frac{1}{2}$	4	2 $\frac{1}{2}$
1899 ...	29	28 $\frac{1}{2}$	1/11 $\frac{1}{2}$	1/10 $\frac{1}{2}$	6	3
1900 ...	30 $\frac{1}{2}$	27	2/1 $\frac{1}{2}$	1/11 $\frac{1}{2}$	6	3
1901 ...	29 $\frac{1}{2}$	25	2/1	1/9 $\frac{1}{2}$	6	3
1902 ...	26	21 $\frac{1}{2}$	1/10 $\frac{1}{2}$	1/6 $\frac{1}{2}$	4	3
1903 ...	25 $\frac{1}{2}$	21 $\frac{1}{2}$	1/10 $\frac{1}{2}$	1/6 $\frac{1}{2}$	4	2 $\frac{1}{2}$
1904 ...	23 $\frac{1}{2}$	24 $\frac{1}{2}$	1/11 $\frac{1}{2}$	1/8 $\frac{1}{2}$	4	3
1905 ...	30 $\frac{1}{2}$	25 $\frac{1}{2}$	2/1 $\frac{1}{2}$	1/9 $\frac{1}{2}$	4	2 $\frac{1}{2}$

COMMERCIAL.

SILK.

Messrs. A. R. Burkill & Sons' Silk Circular, dated Shanghai, December 28th, 1905, states:—The home markets are strong, 12-1½, for Gold Kiling is the London quotation. Raw Silk.—Since the date of our last issue business has been more or less at a standstill, the local disturbances and usual holidays being partially accountable for this state of things. Holders are generally firm and the near approach of China New Year does not seem to disturb them. Yellow Silk.—The market is quiet. Steam Filatures.—Any fine sizes in good chops are promptly secured and medium grade 9-11 also find ready buyers. Hand Filatures.—Are neglected. Waste Silk.—Since the considerable business reported in our last Circular of the 14th Dec., there have been further settlements of about 300 piculs Long Honan Waste at Tls. 75 for whole bales. Tls. 108 has been paid for about 100 piculs of Filature Long Waste 80 per cent. No. 1, and 20 per cent. No. 2, and a small business has been done in Coarse White Gum No. 1 at Tls. 92. The market is now exceedingly quiet, having scarcely recovered as yet from the very disturbing influences mentioned above.

SUGAR.

HONGKONG, 12th January.—A downward tendency continues, market being very dull.
 Shekloong, No. 1, White.....\$8.40 to \$8.45pc.
 Do. " 2, White..... 7.20 to 7.25 "
 Do. " 1, Brown..... 6.30 to 6.35 "
 Do. " 2, Brown..... 5.30 to 5.45 "
 Swatow, No. 1, White..... 8.00 to 8.10 "
 Do. " 2, White..... 7.10 to 7.15 "
 Do. " 1, Brown..... 6.00 to 6.05 "
 Do. " 2, Brown..... 5.60 to 5.65 "
 Foochow Sugar Candy.....10.50 to 10.60 "
 Shekloong 9.55 to 9.60 "

RICE.

HONGKONG, 12th January.—The prices are the same as when last reported.
 Saigon, Ordinary\$2.80 to \$2.85
 " Round, good quality..... 3.60 to 3.65
 " Long..... 3.70 to 3.75
 Siam, Field mill cleaned, No. 2..... 2.90 to 2.95
 " Garden, " No. 1..... 3.75 to 3.80
 " White..... 4.00 to 4.05
 " Fine Cargo 4.20 to 4.25

OPIUM.

HONGKONG, 11th January.
 Quotations are:—Allow'ce net to 1 catty.
 Malwa New\$1020 to — per picul.
 Malwa Old\$1050 to — do.
 Malwa Older\$1100 to — do.
 Malwa V. Old.....\$1200 to — do.
 Persian fine quality...\$1150 to — do.
 Persian extra fine.....\$1200 to — do.
 Patna New\$940 to — per chest.
 Patna Old\$930 to — do.
 Benares New\$912½ to — do.
 Benares Old\$905 to — do.

COAL.

Messrs. Hughes and Hough, in their Coal Report of Jan. 11th, state that 16 steamers are expected at Hongkong with a total of 71,000 tons of coal. Since December 28th 14 steamers have arrived with a total of 60,874 tons of coal.
 Quotations:—
 Cardiff.....\$15.00 ex-ship, nominal.
 Australian \$9.50 \$10.25 ex-ship, steady.
 Yubari Lump...\$12.00 nominal.
 Miiki Lump ...\$11.00 to \$12.00 steady.
 Moji Lump..... \$9.00 to \$10.00 ex-ship steady.
 Akaike Lump... \$9.50 to \$10.00 steady.
 Bengal.....\$8.75 to \$ 9.00 steady.

COTTON.

HONGKONG, 12th January.—Good business done. Stock about 1,000 bales.
 Bombay.....\$18.00 to \$20.00 per pol.
 Bengal(New), Rangoon } 18.00 to 22.50 "
 and Dacca } "
 Shanghai and Japanese... 26.00 to 27.00 "
 Tungchow and Ningpo... 26.00 to 27.00 "
 Reported sales 1,200 bales.

YARN.

Mr. P. Eduljee, in his report dated Hongkong, 12th January, says:—A fair business has been done throughout the past fortnight on the basis of late sales, the chief feature being the increased enquiry for favourite spinings for No. 12s and a slight appreciation in values consequent on their scarcity, and it is estimated that nearly 6,000 bales have changed hands as particularized below. At the close the Native New Year festival influences are being felt, and during the coming fortnight, excepting some trifling "congratulatory purchases," we do not anticipate any business of importance. The market is steady and no change is expected to take place.

Sales during the interval aggregate 5,904 bales, arrivals amount to 11,699, stock estimated at 85,000, and sold but uncleared yarn in second hands 35,000 bales.

Local Manufactures:—Nothing doing.

Japanese Yarn:—A sale of 100 bales Kanegafuchi No. 16s. at \$131 is reported.

Raw Cotton:—There has been little or no enquiry for Indian descriptions by native dealers, but our local mill has been in evidence and purchased 590 bales Superfine Bengals at \$21 to \$22. Unsold stock 700 bales. In Shanghai Cotton several small parcels, aggregating 250 bales, are reported sold at \$23 to \$25. Unsold stock 300 bales. Quotations are: Indian \$20 to \$23 and China \$22 to \$25.

Exchange on India, after slight fluctuations, closes to-day at Rs. 153½ for T/T and Rs. 154 for Post. On Shanghai 71½ and on Yokohama 101.

Advices from Shanghai to the 29th ultimo report a strong market with firm sellers both for Indian and Japanese yarn, prices showing an advance of one to three taels, and sales of the former amounting to 560 bales.

AMOY CUSTOMS RETURNS.

JANUARY 4TH 1906. List of the principal goods passed through the Amoy Custom House from 23rd December to 29th December, 4 p.m., 1905:—

IMPORTS

GOODS	QUANTITY
Cotton Raw, Indian	pls. —
" " Native	" 212
" " Yarn	" 452
Shirtings, Grey	pcs. 340
T-Cloths	" 75
Shirtings, White	" 552
T. Red Shirting	" 70
Drills	" —
Shirtings Dyed, Brocades	" 28
" Dyed	" —
Damasks	" —
Camlets	" 20
Lastings	" 23
Spanish Stripes	yds. —
Lustres, Figured	" —
Lead, in pigs	pls. 37
Tin in slabs	" —
Iron, Nail rod	" 15
Quicksilver	" 1
Iron, Old	" 88
Ironwire	" 2
Rice	" 21,853
Opium, Patna	" —
" Benares	" 65
" Persian	" 6
" Malwa	" 1
" Szechuan	" 56
" Yunnan	" 15
" Kiangsu	" —
Sesamum Seed	" 870
Sapanwood	" —
Sandalwood	" —
Battans	" —
Wheat	" 7,748
Flour	" 5,598
Beancake	" —
Beans and Peas	" 13,253
Bicho de Mer	" 159
Matse Tea	pcs. 7,209
Oil, Kerosine American	gal. —
" " Borneo in bulk	" —
" " Russian	" —
" " Sumatra	" —
" " Bulk	" 39,510
Coal	tons. —
Tobacco Leaf	pls. 1,788
Varmicelli	" —

EXPORTS

GOODS	QUANTITY
Sugar, White	pls. —
" Brown	" —
" Candy	" 491
Hemp Bags	pcs. 2,000
" Sacking	" 10,200
Paper 1 Quality	pls. 1,406
" II	" 261
Tobacco, Prepared	" 336
Kittysols (umbrellas)	pcs. 11,920

MISCELLANEOUS IMPORTS.

HONGKONG, 12th January.—The prices ruling are as follows:—

COTTON YARN—	per bale
Bombay Nos. 10 to 20, ...	\$90.00 to \$128.00
English Nos. 16 to 24, ...	140.00 to 160.00
" 22 to 24, ...	160.00 to 165.00
" 28 to 32, ...	167.50 to 175.00
" 38 to 42, ...	180.00 to 190.00
Reported sales 6,000 bales.	

COTTON PIECE GOODS—

	per piece
Grey Shirtings—6 lbs.	\$2.20 to \$2.25
7 lbs.	2.30 to 2.40
8.4 lbs.	3.00 to 4.00
9 to 10 lbs. ...	4.10 to 5.30
White Shirtings—54 to 56 rd. 2.80 to 3.00	
58 to 60 " 3.10 to 3.60	
64 to 66 " 3.80 to 5.40	
Fine	6.10 to 8.00
Book-folds 5.30 to 8.10	
Victoria Lawns—12 yards ...	0.80 to 1.00
T-Cloths—6lbs. (32 in.), Ord'y. 2.20 to 2.30	
7lbs. (32 ") " 2.70 to 3.00	
8lbs. (32 ") Mexs. 2.25 to 2.70	
7lbs. (32 ") " 2.90 to 3.20	
8 to 8.4 oz., (36 in.) 3.25 to 3.80	
Drills, English—40 yds., 13½ to 14 lbs. }	5.10 to 8.00

FANCY COTTONS—

Turkey Red Shirtings—1½ to 8 lbs. }	1.75 to 3.70
per yard	
Brocades—Dyed	0.13½ to 0.15
Chintzes—Assorted	0.09 to 0.30
Velvets—Black, 22 in.	0.23 to 0.45
Velveteens—18 in.	0.21 to 0.25

per dozen	
Handkerchiefs—Imitation Silk 0.52 to 1.00	

WOOLLENS—

	per yard
Spanish Stripes—Sundry chops 0.63 to 2.00	
German	—
Habit, Med., and Broad Cloths 1.20 to 3.00	
per piece	
Long Ells—Scarlet, 7-9 lbs. 7.75 to 8.90	
Assorted	7.90 to 9.05
Camlets—Assorted	20.00 to 31.00
Lastings—30 yds. 31 inches }	18.00 to 21.00
Assorted	
Orleans—Plain, 31 in.	—

per lb.	
Blankets—5 to 12 lbs.	0.60 to 1.50

METALS—

	per picul.
Iron—Nail Rod	4.25 to —
Square, Flat Round Bar (Eng.) 4.25 to —	
Swedish Bar	4.30 to —
Small Round Rod	4.60 to —
Hoop ½ to 1½ in.	6.00 to —
Wire, 16/25 oz.	9.60 to —
Wire Rope, Old	3.00 to —
Lead, L.B. & Co. and Hole Chop 11.50 to —	
Australian	11.50 to —
Yellow M'tal—Muntz 14/20 oz. 43.00 to —	
Vivian's 14/20 oz. 43.00 to —	
Elliot's 14/20 oz. 43.00 to —	
Composition Nails	— to —
Japan Copper, Slabs	— to —
Tin	85.00 to —
per box	
Tin-Plates	6.90 to —
per cwt. case	
Steel ½ to ½	— to —
per picul	
Quicksilver	125.00 to —
per box	
Window Glass	5.00 to —

MISCELLANEOUS EXPORTS.

HANKOW, 3rd Jan., 1906.—The prices quoted are for the net shipping weight excluding cost of packing for export:—

	Per picul.
Cowhides, Best Selected.....	Tls. 37.25
Do. Seconds	32.50
Buffalo hides, Best Selected	17.75
Goatskins, untanned, chiefly white color ..	60.00
Buffalo Horns, average 3-lbs. each	7.50
White China Grass, Wuchang and/or Poochi.....	12.00
White China Grass, Sinshan and/or Chayu ..	11.00
Green China Grass, Szechuen	(nom.)
Jute	4.35
White Vegetable Tallow, Kinchow	8.80
White Vegetable Tallow, Pingchow and/or Macheng	8.60
White Vegetable Tallow, Mongyu	(nom.)
Green Vegetable Tallow, Kiyu	8.50
Animal Tallow	10.00
Gallnuts, usual shape	16.20
Do. Plum do.	18.00
Tobacco, Tingchow	(nom.)
Do. Wongkong	(")
Black Bristles	(")
Feathers, Grey and/or White Duck ..	(")
" " Wild Duck	(")
Turmeric	(")
Sesamum Seed	3.70
Sesamum Seed Oil	(nom.)
Vegetable Tallow Seed Oil	(")
Wood Oil	8.20
Tea Oil	(nom.)

Per I. G. steamer *Prinz Eitel Friedrich*, sailed on 3rd January. For Naples:—50 bales waste silk. For Genoa:—140 bales raw silk. For Antwerp:—100 bales split bamboo, 40 bales canes, 5 cases human hair, 2 cases blackwoodware. For Antwerp or Hamburg:—10 bales feathers. For Amsterdam:—28 cases chinaware, 10 rolls matting. For Rotterdam:—432 bales canes, 150 bales bamboo scraps. For Bremerhaven:—12 cases human hair. For Lisbon:—45 cases chinaware. For Bremen:—16 cases preserves. For Hamburg:—271 bales feathers, 125 bales canes, 74 rolls matting, 30 half-chests tea, 20 cases essential oil, 3 cases blackwoodware, 3 cases curios, 2 cases gongs, 1 case feathers. For Copenhagen:—100 bales feathers, 7 rolls matting, 2 cases silverware.

Per M. M. steamer *Ernest Simons*, sailed on 9th January. For Marseilles:—281 bales raw silk, 500 bales waste silk, 8 cases silk piece goods, 50 packages tea, 64 packages human hair, 1 case mother of pearl, 2 cases saguran, 1 box hemp. For Lyons:—733 bales raw silk. For St. Chamond:—10 bales raw silk. For Barcelona:—50 packages tea. For Tunis:—1 case silk piece goods.

Per P. & O. steamer *Palma*, sailed on 9th Jan. For London:—383 packages tea (from Amoy), 64 packages tea, 234 bales canes, 75 bales waste silk, 4 cases silks, 2 cases feathers. For Antwerp:—54 bales canes. For Hamburg:—4 cases human hair. For Glasgow:—5 cases chinaware, 1 case woodware. For London:—14 cases woodware, 29 cases chinaware, 258 rolls mats and matting, 14 packages private effects, 11 boxes crude camphor, 25 packages m'dise (opt. Antwerp or Hamburg). For Havre or Hamburg or London:—83 cases camphor. For Marseilles:—5 bales human hair, 220 bales canes. For Bordeaux:—263 rolls matting.

TONNAGE.

HONGKONG, 12th January.—Freights remain about the same as last reported. From Saigon to this, 8 cents nominal; to one port Philippines, a small carrier has been closed at 28 cents; to North Coast Java, 23 cents has been accepted for a medium sized carrier. North Coast Java to this, 28 cents per picul last and 27 cents offering for February loading. From South Japan coal port to this, \$1.30 per ton; to Singapore, \$1.40 per ton. Time charters.—The Norwegian steamer *Pronto* has been closed for Newchwang/Canton trade, March delivery. The following are the settlements:—

Oceanic—British steamer, 1,739 tons, Puerto Laut to Singapore, \$2.25 per ton.

Hilary—German steamer, 1,276 tons, Saigon to one port North Coast Java, 23 cents per picul. *Petrarch*—German steamer, 1,252 tons, three ports North Coast Java to Hongkong, 28 cents per picul.

Apenrade—German steamer, 611 tons, Saigon to one port Philippines, 28 cents per picul.

Hilary—German steamer, 1,276 tons, Foochow to Haiphong, \$6,750 lamp sum.

Pronto—Norwegian steamer, 837 tons, monthly 8 months, at \$5,250 per month.

Fido—Norwegian steamer, 890 tons, monthly, 6 months, at \$5,600 per month.

FREIGHT.

From Hankow per Conference Steamers.—T London and Northern Continental ports 46/- per ton of 40 c. ft. plus river freight. To Genoa, Marseilles or Havre 41/6 per ton of 40 c. ft. plus river freight. To New York (via Suez) 32/- per ton of 40 c. ft. plus river freight. To New York (Overland), Tea, G \$14 cents per lb. gross, plus river freight. To Shanghai: Tea and General Cargo, Tls. 1.80 per ton, weight or measurement.

Messrs. Wheelock & Co.'s Freight Market Report, dated Shanghai, 4th January, 1906, states:—We have almost nothing to report at time of writing. The holidays having intervened since our last and very little cargo has gone forward. Coastwise.—This market is absolutely with ut life, and even at the low rates for coal very few fixtures has been made.

SHARE REPORT.

HONGKONG, 12th January, 1906.—Business during the week under review has shown a decided slackness; and without any special features of the market to report, we confine ourselves to chronicling the small volume of business which has been put through. Exchange on London T.T. 2/0 1/2.

BANKS.—Hongkong and Shanghai ruled quiet during the early part of the week with sellers at \$895 and no sales to report. Later, however, on information being published that subject to audit the committee recommended the payment of a dividend of 35s. and a bonus of £1 (making £4. 10s. 0d., for the year), placing \$1,000,000 to reserve and carrying forward \$1,700,000, the market firmed up, and sales were effected at \$910 for cash, and at \$916 for March. The market closes at \$900. The latest London rate received on the 10th inst. is £94. 10s. Nationals unchanged and without business.

MARINE INSURANCES.—Unions have been placed at \$725 and \$730. China Traders have found buyers at \$91, but further shares are obtainable at that rate. Cantons have been in request at \$315, but no shares are forthcoming at that. North Chinas and Yangtszes continue without any local business.

FIRE INSURANCES.—Both Hongkongs and Chinas have been on offer at quotations without finding buyers.

SHIPPING.—Small sales of Hongkong, Canton and Macaos have taken place at \$25 1/2, but sellers at \$25 1/2 rule the market, at time of closing, buyers only offering \$25. Indo-Chinas have further advanced to \$93 after sales at \$91, \$91 1/2 and \$92 for cash, and at \$94 for March; the latest Shanghai quotation is Tls. 66. Douglases have advanced to \$38 with buyers and without business, and China-Manilas are on offer at \$20. We have nothing else to report under this heading.

REFINERIES.—The market is absolutely neglected and we have no reliable business to report or remarks to make.

MINING.—Raub's have advanced to \$1 1/2 with buyers.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been on offer during the week at \$163, and later at \$162, a demand at \$161 meeting with only a very limited response; and at time of writing buyers at \$162 rule the market, while sales for March are reported at \$167. Kowloon Wharves have been placed at \$108. Farnhams have improved in Shanghai to Tls. 122 1/2 and local sales are reported at Tls. 124.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have changed hands at \$125, West Points at \$55, Humphreys at \$123, and Hotels at \$149 and \$150. Kowloon Lands continue in a small demand at \$40.

COTTON MILLS.—No changes or business to report.

MISCELLANEOUS.—China Providents, after sales at 9.10, have improved to \$9.25 with buyers. Green Islands have been placed at \$29. China Light and Powers at \$9, Watsons at \$13, and Powells at \$10 1/2 and 10 1/4. No other business under this heading to report.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100, buyers
Banks—		
Hongkong & S'hai.	\$125	\$900, sellers
National B. of China		London, £94.10
A. Shares	25	\$38, buyers
Bell's Asbestos E. A.	12s. 6d.	\$7, sellers
China-Borneo Co.	\$12	\$10, sellers
China Light & P. Co.	\$10	\$9, sale & sellers
China Provident	\$10	\$9 1/2, buyers
Cotton Mills—		
Ewo	Tls. 50	Tls. 44, buyers
Hongkong	\$10	13
International	Tls. 75	44. 40
Laou Kung Mow	Tls. 100	114. 54
Soychee	Tls. 500	Tls. 250
Dairy Farm	\$6	\$15 1/2, buyers
Docks & Wharves—		
Farnham, B. & Co.	Tls. 100	Tls. 124, e. d., sal.
H. & K. Wharf & G.	\$50	\$108, sales
H. & W. Dock	\$50	\$161, buyers
New Amoy Dock	\$6 1/2	\$17
S'hai & H. Wharf	Tls. 100	Tls. 230, sellers
Fenwick & Co., Geo.	\$25	\$25
G. Island Cement	\$10	\$29, sales
Hongkong & C. Gas	\$10	\$175, buyers
Hongkong Electric	\$10	\$15, buyers
Do. New	\$10	\$14 1/2, buyers
H. H. L. Tramways	\$100	\$210
Hongkong Hotel Co.	\$50	\$149, buyers
Hongkong Ice Co.	\$25	\$235, buyers
Hongkong Rope Co.	\$50	\$152
H'kong S. Waterboat	\$10	\$13, sellers
Insurances—		
Canton	\$50	\$315, buyers
China Fire	\$20	\$90, sellers
China Traders	\$25	\$90, buyers
Hongkong Fire	\$50	\$325, sellers
North China	25	Tls. 95
Union	\$100	\$730
Yangtsze	\$60	\$170
Land and Buildings—		
H'kong Land Invest.	\$100	\$125, sales
Humphreys' Estate	\$10	\$12 1/2, sales
Kowloon Land & B.	\$30	\$40, buyers
Shanghai Land	Tls. 50	Tls. 120
West Point Building	\$50	\$55, sales
Mining—		
Charbonnages	Fcs. 250	\$490
Raub's	18/10	\$4 1/2, buyers
Philippine Co.	\$10	\$5, buyers
Refineries—		
China Sugar	\$100	\$205
Luzon Sugar	\$100	\$25, sales
Steamship Companies		
China and Manila	\$25	\$20, sellers
Douglas Steamship	\$50	\$38, buyers
H., Canton & M.	\$15	\$25 1/2, sellers
Indo-China S.N. Co.	\$10	\$93
Shell Transport Co.	21	23/-
Do. Preference	\$10	\$28. 10s.
Star Ferry	\$10	\$32
Do. New	\$5	\$23, sellers
Shanghai & H. Dyeing	\$50	\$50
South China M. Post.	\$25	\$20, sellers
Steam LaundCo.	\$5	\$7, sellers
Do.	\$5	6 1/2, sellers
Stores & Dispensaries.		
Campbell, M. & Co.	\$10	\$36
Powell & Co., Wm.	\$10	\$10 1/2
Watkins	\$10	\$6 sellers
Watson & Co., A. S.	\$10	\$13, sales & buy.
United Asbestos	\$4	\$9
Do. Founders	\$10	\$160

EXCHANGE.

FRIDAY, 12th January.

ON LONDON.—	
Telegraphic Transfer	2/0½
Bank Bills, on demand	2/0½
Bank Bills, at 30 days' sight	2/0½
ON LONDON.—	
Bank Bills, at 4 months' sight	2/1¼
Credits, at 4 months' sight	2/1¼
Documentary Bills, 4 months' sight	2/1¼
ON PARIS.—	
Bank Bills, on demand	259½
Credits, 4 months' sight	263½
ON GERMANY.—	
On demand	211
ON NEW YORK.—	
Bank Bills, on demand	50½
Credits, 60 days' sight	51½
ON BOMBAY.—	
Telegraphic Transfer	153½
Bank, on demand	154
ON CALCUTTA.—	
Telegraphic Transfer	153½
Bank, on demand	154
ON SHANGHAI.—	
Bank, at sight	71½
Private, 30 days' sight	72½
ON YOKOHAMA.—	
On demand	101
ON MANILA.—	
On demand	101½
ON SINGAPORE.—	
On demand	15½ p.c.p.m.
ON BATAVIA.—On demand	124
ON HAIPHONG.—On demand	1 p.c.p.m.
ON SAIGON.—On demand	1 p.c.p.m.
ON BANGKOK.—On demand	60½
SEVEREIGNS, Bank's Buying Rate	\$9.65
GOLD LEAF, 100 fine, per tael	\$51.50
BAB SILVER, per oz.	30½

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

January—

ARRIVALS.

- 7, Ernest Simons, Fr. str., from Yokohama.
- 7, Fooshing, British str., from Wuhu.
- 8, Amoy, German str., from Chefoo.
- 8, Anping, Chinese str., from Shanghai.
- 8, Braemar, British str., from Moji.
- 8, C. Diederichsen, Ger. str., from Haiphong.
- 8, Devawongse, German str., from Anghin.
- 8, Hong Moh, British str., from Singapore.
- 8, Loongsang, British str., from Manila.
- 8, Taisang, British str., from Wuhu.
- 8, Taiwan, British str., from Bangkok.
- 8, Tholma, Norwegian str., from Java.
- 9, Athens, British str., from Canton.
- 9, Brand, Norwegian str., from Chinkiang.
- 9, Caledonien, French str., from Marseilles.
- 9, Coningsby, British str., from Calcutta.
- 9, Doris, Norwegian str., from Ningpo.
- 9, Hellas, German str., from Chinkiang.
- 9, Kowloon, German str., from Canton.
- 9, Kutsang, British str., from Calcutta.
- 9, Loosok, German str., from Bangkok.
- 9, Ningpo, British str., from Chinkiang.
- 9, Quito, British str., from Newcastle.
- 9, Thyra, Norwegian str., from Kuchinotsu.
- 9, Zafiro, British str., from Manila.
- 10, Atholl, British str., from Amoy.
- 10, Castor, Norwegian str., from Canton.
- 10, Daijin Maru, Japanese str., from Tamsui.
- 10, Doris, British str., from San Francisco.
- 10, Haitan, British str., from Coast Ports.
- 10, Kwongsang, British str., from Shanghai.
- 10, Paklat, German str., from Bangkok.
- 10, Wakratsu Maru, Jap. str., from Moji.
- 11, Antenor, British str., from Liverpool.
- 11, Arcadia, British str., from Bombay.
- 11, Callao, U.S. gunboat, from Canton.
- 11, Chunsang, British str., from Canton.
- 11, Haimun, British str., from Swatow.
- 11, Palamoots, British str., from Rangoon.
- 11, Saint Bede, British str., from Singapore.

January—

DEPARTURES.

- 8, Castor, Norwegian str., for Canton.
- 8, Diadem, British cruiser, for Manila.
- 8, Hogue, British cruiser, for Manila.
- 8, Sutlej, British cruiser, for Manila.
- 8, Kwangtai, Chinese str., for Shanghai.
- 8, Panther, Austrian cruiser, for Shanghai.
- 9, Anping, Chinese str., for Canton.
- 9, Ernest Simons, French str., for Europe.
- 9, Fooshing, British str., for Canton.
- 9, Haitan, French str., for Hoihow.
- 9, Haimun, British str., for Swatow.

- 9, Hanoi, French str., for Hoihow.
- 9, Kenley, British str., for Rangoon.
- 9, Palma, British str., for London.
- 9, Prinz Waldemar, Ger. str., for Sydney.
- 9, Taiyuan, British str., for Yokohama.
- 9, Taming, British str., for Manila.
- 10, A. Apoor, British str., for Calcutta.
- 10, Caledonien, French str., for Shanghai.
- 10, C. Diederichsen, Ger. str., for Haiphong.
- 10, Doris, Norwegian str., for Canton.
- 10, Emprs. of China, Brit. str., for Vancouver.
- 10, Evandale, British str., for Rangoon.
- 10, Hellas, German str., for Canton.
- 10, Hercules, British str., for Kuchinotsu.
- 10, Ningpo, British str., for Canton.
- 10, Taisang, British str., for Canton.
- 10, Triumph, German str., for Shanghai.
- 11, Braemar, British str., for Rangoon.
- 11, Castor, Norwegian str., for Foochow.
- 11, Hangsang, British str., for Shanghai.
- 11, Hong Moh, British str., for Amoy.
- 11, Kaifong, British str., for Amoy & Manila.
- 11, Loongmoon, German str., for Shanghai.

PASSENGER LIST.

ARRIVED.

Per *Taming*, from Manila, Capt. Gordon Casserly, Capt. Rola Bacher U.S.N., Lieut. H. Schuman, Messrs. J. Z. Clelland, C. B. Hair, D. A. Sperley, E. H. Merillat, L. Smith, R. H. Shaffer, C. B. Courtes, W. H. Hoozo and R. E. Johnson.

Per *Sumatra*, from London, for Hongkong, Capt. and Mrs. H. Bathurst, Mr. and Mrs. R. Aitken, Mr. and Mrs. Hogge, child and infant, Master. B. Caldwell, Qr. Mast. Sergt. Yule, Qr. Mast. Sergt. Noonan, Qr. Mast. Sergt. Pilley, Stf. Sgt. Maj. Ovenden, Sub. Cond. E. Neill, Sub. Cond. Paislow, Lieut. R. A. Yonge, Lieut. A. Gordon, Lieut. R. L. Edwards, Lieut. A. W. V. Hopegood, Rev. W. P. W. Williams, Mrs. B. M. Caldwell, Miss R. Chee, Miss Cris, Messrs. F. A. Smith and L. Rich; for Shanghai, Mr. and Mrs. H. King child and infant, Miss Nash, Miss R. Clifton, Rev. H. Clenent, Messrs. Taylor, R. A. Whitside, T. E. Philp; for Yokohama, Mr. C. S. Curlin.

Per *Triumph*, from Shanghai, &c., Mr. Hill.
Per *Palma*, from Yokohama for Hongkong, Messrs. S. A. Morton and P. Crighton; for Port Said, Dr. C. E. Rice.

Per *Prin Waldemar*, from Kobe, Messrs. C. Bate Wa, H. M. Gangriwalla, O. W. Lise, C. Bethke, W. Barrie, F. Thomson, R. J. Hampson, J. Crockett, R. Laland, A. Rathbourne, L. J. Moore, F. Gulbrandsen, J. unden, W. McKinnon, T. Buckley and J. White.

Per *Ernest Simons*, for Hongkong from Kobe, Mr. Machida; from Shanghai, Mr. and Mrs. S. C. Beeton, Messrs. A. L. Stein, H. W. Looker, Cloarec, Kent, Bastien, Priny, J. B. James and John Wilson; for Singapore from Yokohama, Messrs. Chakurda and Bagamull; from Kobe, Messrs. Isone, Hossonni, Misses Keshi, Nakayama, Ito, Sato, Minashi and Ohashi; from Shanghai, Mr. Laurent, Mr. and Mrs. Gendson; for Batavia from Yokohama, Mr. J. W. Price; for Colombo from Yokohama, Mr. E. Edel; from Kobe, Mr. T. S. Souza; from Shanghai, Revs. Scraphine, Noemie, Colombe, and Mr. Gourtchinsky; for Port Said from Kobe, Dr. Bohnstedt, Mr. and Mrs. C. D. Barateff, Mr. and Mrs. Nakamura and 2 children; from Shanghai, Mr. R. Engelhardt, Mr. and Mrs. d'Ivanenco, Messrs. de Vorobedy and Porlosky; for Marseilles from Yokohama, Mrs. Nina Massa, Rev. Pierre Corneille, Messrs. L. Cignol, D. E. Denekamp and A. Kirsh; from Shanghai, Messrs. John McCarthy, J. de la Taille, R. M. Sayers, Goyel, Schaub, M. de Cabreus, Mr. and Mrs. Dethève, Messrs. Gex, Morel and Jean Jubert.

Per *Yuensang*, from Manila, Messrs. Roy R. Painter, F. W. R. Ward, D. W. Fancey, Mr. and Mrs. Bert Bradley, Mrs. and Miss Taylor, Mrs. Milton Heckert, Mrs. K. Wallace and child, Mrs. Luy de la Riva and child.

Per *Anping*, from Shanghai, Messrs. Schroll and Lightbody.

Per *Taiwan*, from Bangkok, Messrs. Baster, Rinn, Baker and Dietrich.

Per *Caledonien*, for Hongkong from Marseilles, Mr. and Mrs. Vialla; from Singapore, Messrs. Pollock, Angus, Addison, Salomon, Chishi; from Saigon, Mrs. Waterhouse, Mrs. Dorme, Messrs. d'Ambro, Ritchie, Mrs. Schlina, Mrs. Encarnaco, Mr. Dhanamull; for Shanghai from Marseilles, Mr. and Mrs. Serebrenich,

Messrs. Poizat, Bernard, Duc, Tripoteau, Joly, Coffiney, Buck Jean, Pignatol, Lefranc, Dericq, d'Antherville, Mrs. Reouf Bey, Mr. Boradnik, Mrs. Mieville, Mrs. Gaggero, Mrs. Grosjean; from Colombo, Mr. and Mrs. Bate; from Singapore, Mr. V. England, Misses Fanny, Blonasty; from Saigon, Messrs. Lefevre, Ardon, Simonada, Mrs. Yoshino, Messrs. Weger, David, Shemmets, Misses Rose, Lisa, Silberman; for Kobe from Singapore, Mr. and Mrs. Shiosaki; for Yokohama from Marseilles, Mgr. Mangabure, Messrs. Hochet, Kann, Balet, Koch and Letourneur; from Port Said, Mr. and Mrs. Lagrange; from Colombo, Messrs. Lionel George and Vanenglemberg; from Singapore, Mr. and Mrs. Mackenzie, Messrs. Hizon, Pahari, Klettry.

Per *Kutsang*, from Calcutta, &c., Messrs. Harrison, Battye, Glove, Hess, Schatt, and Franklin Weiss.

Per *Saiton*, from Coast Ports, Messrs. Thomas and Carvalho.

Per *Doris*, from San Francisco, &c., Mrs. and Miss Ringer, Mr. and Mrs. Mason Mitchell, Mr. J. Witchell, Mr. and Mrs. E. M. Dunbar, Miss A. L. Dunbar, Mr. and Mrs. P. E. Fraser, Messrs. J. C. Chapman, L. T. Darr, W. H. Bray, C. Stinchfield, Admiral Reiter, U.S.N., Lieut. Blakely, U.S.N., Messrs. J. A. Macaulay, H. Blum, Miss Mary Fox, Mr. Barry Baldwin, Lieut. E. R. Hazard, U.S.N., Messrs. E. L. Kempton, H. M. Evans, Jas. S. Michael, A. K. Resser, D. Bachman, M. H. Sakal, T. S. Abbott, E. F. Williams, Mrs. H. S. Kerr and child, Miss Jacks, Mrs. Lally, Mrs. F. E. Button.

Per *Arcadia*, for Hongkong from London, Messrs. L. H. Moore, A. Lloyd, J. E. Baker, Appleton, G. Jackson, T. Hedge, P. F. Boulger, W. R. Young, Mr. and Mrs. Bond and infant; from Marseilles, Messrs. W. Ford Smith, R. S. Piercy, C. N. Dods, W. Ross, A. B. Chalmers; from Brindisi, Mr. and Mrs. A. S. Metel; from Port Said, Mrs. and Miss Goldstein; from Bombay, Mr. Ludabhoy, Mr. and Mrs. Kharas; from Colombo, Mr. R. S. Corbett; from Singapore, Mr. and Mrs. Stevens and infant, Messrs. A. Barber, J. Huggett and Ewart; for Shanghai from London, Mr. and Mrs. Renton, Miss Cropper, Mr. T. B. Taylor, Mr. and Mrs. Sinclair, Miss Gronbeck, Messrs. R. S. Pratt, P. W. Turner, E. A. K. Sly, G. Fisher, Mr. and Mrs. Greig and child, Misses Rawson and Gentle, Mr. W. K. Smith; from Marseilles, Messrs. W. H. Anderson and A. P. Blunt; from Singapore, Mr. J. Hendleman; for Yokohama from London, Col. and Miss Cane, Mr., Mrs. and Miss O. W. Lindholm, Capt. and Mrs. Millais and infant.

DEPARTED.

Per *Rubi*, for Manila, Messrs. H. Subensheim, Chas. G. Brunner, Miss J. McCallum, Dr. Muller, Messrs. J. Mustaros, R. Hug, Wendt, Mr. and Mrs. Bergmann, Mrs. Mats Kaneko, Miss V. Douglas, Messrs. W. F. Page, J. F. Bromfield, and Miss L. Crocker.

Per *Prin Waldemar*, for Wilhelmshafen, Messrs. W. Simon, H. Horstmann; for Herbertshohe, Dr. W. Wendland, Mr. and Mrs. Full, Mr. E. Lindenberger; for Matupi, Mr. F. Guyott, Mrs. Doelinger; for Sydney, Dr. O. Schreiner, Mr. R. Wahlen, Mr. and Mrs. C. Focken.

Per *Ernest Simons*, for Saigon, Messrs. Yo Trujen and Trien A. In; for Singapore, Messrs. C. B. Curtis, F. D. Byrne, A. F. Bory, C. A. Buttitude; for Bombay, Mr. B. M. Batki; for Marseilles, Messrs. A. G. Alexander, E. A. Snewin, O. Schroll, Stephame Chalumeau, John Rees, C. E. Arnhold, Faroy, and Rev. Milliet.

Per *Empress of China*, for Vancouver, &c., Mr. and Mrs. W. Wrightson, Comdr. P. Haukin, R.N., Eng.-Capt. J. H. Adams, R.N., Mrs. S. Banajee, Messrs. P. B. Biswas, C. J. Arnell, C. B. Hare, D. A. Sherfuy, Mrs. J. G. Lay, Mr. W. H. Hcoges, Mrs. M. Heckert, Mrs. H. W. Robertson and children, Messrs. F. W. E. Ward, Jas. Rankin, Mr. and Miss Taylor, Mr. and Mrs. Bradley, Messrs. J. T. Gribble, A. H. Hamson and F. Schneck.

Per *Caledonien*, for Shanghai, Messrs. L. Gillet and Emile Lutz; for Kobe, Mr. Augusto Vietal; for Yokohama, Messrs. Rieby, K. B. Daryanani and Fernand Bonte.

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